

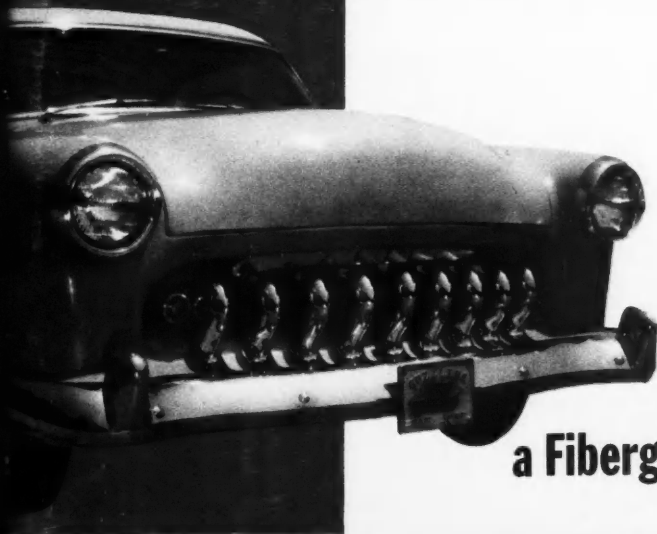
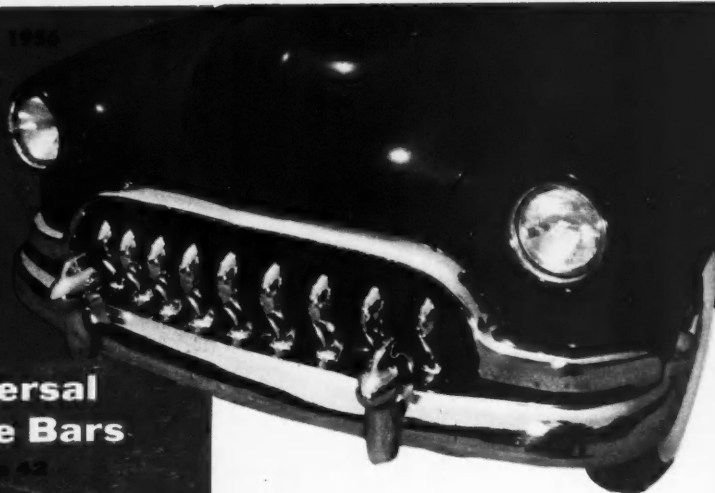
CAR CRAFT

JANUARY 1956

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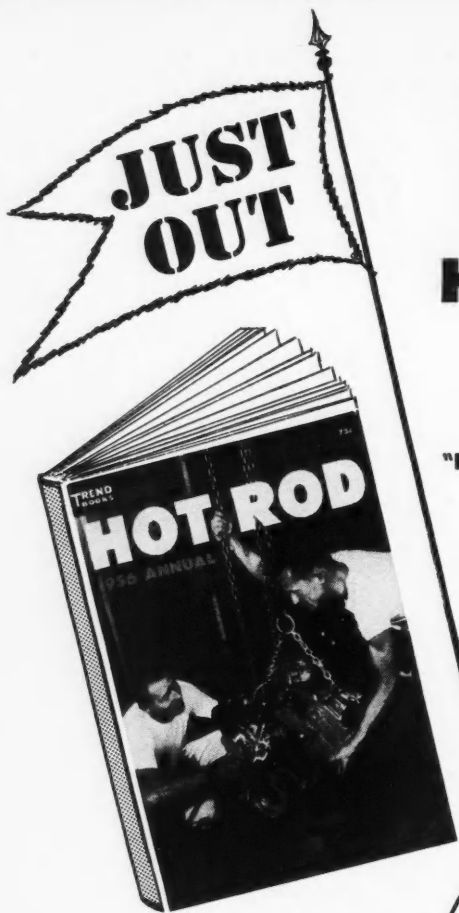
**Universal
Grille Bars**

see page 42



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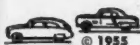
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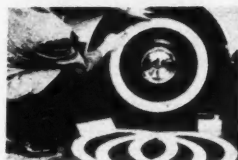
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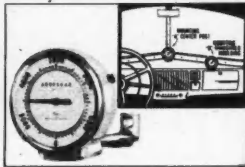


New Products

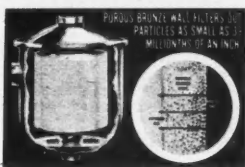
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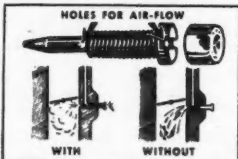
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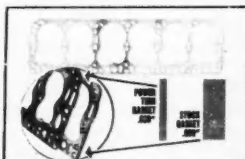
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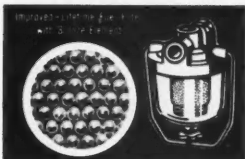
IMPROVED-LIFETIME ELEMENT fits all oil filters! Protects engine—saves money. Ends replacement costs forever. Strongest, largest, most efficient built . . . avoid cheap, thin-walled imitations. 10 Year Guarantee. Acid Neutralizers included. "By-Pass" model, \$6.95. Complete Filter (with housing), \$12.95. "Full-Flow" \$11.95. Item 3. Ppd.



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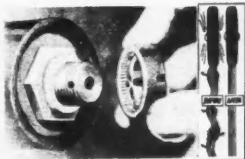
POROUS BRONZE GASOLINE FILTER prevents "gumming-up." Keeps carburetor perfectly tuned! Porous bronze element "screens-out" all gums, tars, moisture from gasoline, prevents foaming. Better vaporization . . . enjoy extra mileage, power and pickup. No moving parts, lasts forever. Fits all cars—easy to install. Now only \$2.95. Item 6. Ppd.



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STOCK CAR TEAM RACING

THE RECENT RENEWAL of interest in stock car racing brings with it some very interesting aspects. By "stock cars," I refer to the current model cars being raced on tracks all over the country under sanction of the AAA, NASCAR and other associations.

Perhaps the most interesting point of these events centers about the racing stock car, its relationship with a production line counterpart together with the average buyer and driver. In the first place, a continuing series of races imposes stresses and strain on component parts that are very rarely, if ever, duplicated on factory proving grounds, in test labs, or for that matter, in the most severe road use. Where defects occur on the track, the factory concerned is usually either present or is notified and designers conjure up a new and improved part. Close liaison such as this between factory and race team enabled the Hudson "Hornets" of a few years ago to make a clean sweep of almost all stock car racing events with monotonous regularity. The interest of the Hudson factory in racing is almost without precedent in this country and this move triggered present factory subsidized stock car racing teams that represent nearly all major automotive manufacturers. The latest team to enter this field was organized by the Ford Motor Company, a concern that has steadfastly refused, openly or otherwise, to endorse racing of any kind in the past. Of course, it's entirely fair to say that Ford was more or less forced into the racing business by the bold tactics of Chevrolet, their closest sales rival, whose cars have carved a well-deserved niche in stock car racing in but one short season. However, stock car racing is not confined to the Big Three or Four. Almost everybody's in the act now.

When an informed person reads or hears the new car advertising matter these days, he is almost instantly aware of the impression that the list and description of races won by various makes are gimmicks to sell more cars, an impression that is entirely correct. But the most significant part of the gimmick goes beyond the advertising headlines and is explained by the simple statement "Racing helps build better cars."

(Continued on page 66)

CAR CRAFT

Vol. 3

Published Monthly
The Show-How Magazine

No. 8

Publisher.....	R. E. Petersen
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cover

The two cars on our cover have one thing in common, they both have DeSoto grille bars. This universal grille is given more space in Torch Tips on page 48. Take a look!

Ektachrome by Bob D'Olive

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Words From The Editor

ON PAGE TEN of this issue you will find a full report and photo story on hot rodding's *greatest* event—the National Drag Races sponsored by the National Hot Rod Association in cooperation with the Socony-Mobil Oil Company.

There is no need to expound on the success of the meet because it came off with such superior supervision and organization that nothing was left to be desired by either the spectators or the competitors. The phase of the story that CAR CRAFT wishes to point out is the part that always seems to be left out in all reports regarding the little people who never make the headlines. Those who, by working together, contribute more to an event's success than the sponsoring group itself. These little people we refer to are the residents and the business management groups of GREAT BEND, KANSAS.

The many residents who accommodated groups of visiting hot rodders in their private homes for home-style meals and lodging for the full four-day meet—these are the folks to whom we wish to beam this token of thanks. The automotive garage owners and dealers who donated their establishments for

technical inspection headquarters and offered full 24-hour privileges for competitors who wished to work on their cars. The local attorney who took it upon himself to procure and erect a large area called "Tent City" for visitors to either camp out or to set up trailer sites. The gracious bunch of local workmen who donated time and equipment to maintain the drag strip. The Junior Chamber of Commerce and trophy donors that made the Friday evening's huge auto show the success that it was. And most of all the business management and restaurant owners who held food prices to a minimum for all of us out-of-town visitors—by the way, the food was the greatest. This is just a small part of the wonderful cooperation that was given the visiting hot rodders upon arrival.

Since we here at CAR CRAFT are sometimes considered a voice for many of today's hot rodders and general automotive enthusiasts, we wish to say, speaking for all of our readers and ourselves—THANKS for the wonderful four days and the tremendous hospitality offered by you—the RESIDENTS OF GREAT BEND, KANSAS.

click day

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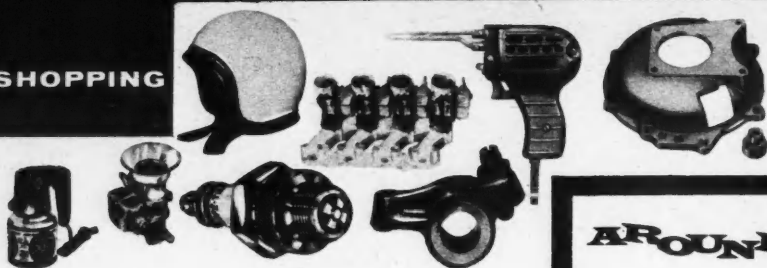
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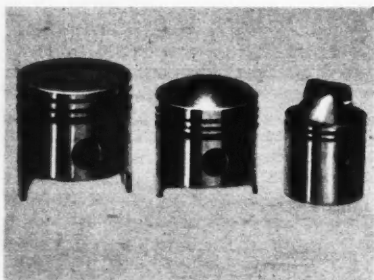
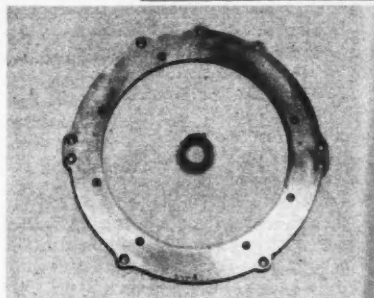
SHOPPING



AROUND

PACKARD V8 ADAPTOR

This new adaptor will let '32-'48 Ford and '39-'50 Mercury transmissions be used with 1955 Nash, Hudson and Packard V8 engines. Plate is high grade steel Blanchard ground on both sides and pilot bearing adaptor allows use of Ford bearing. Stock flywheels are redrilled to use clutch assembly from car engine is to be installed in. Manufactured by Hildebrandt for Moon Automotive, Box 432 Santa Fe Springs, Cal. Price: \$35.



CUSTOM MADE PISTONS

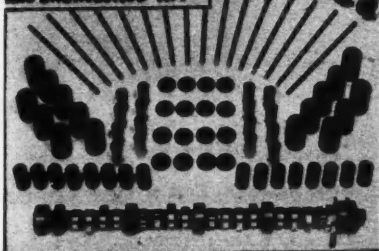
Manufacturer claims a special method of heat control while pouring these permanent mold pistons which gives uniform strength in all directions. Pistons are available for all new V8 engines as well as in popular foreign car sizes. They are also available in oversizes and any compression ratios. For price list and free catalog, write: Turner Piston Company, 8355 Wilcox Ave., Bell, California.

"LEATHER CARE CLEANER"

A new product called Anti-Static 'LEATHER' CARE that cleans, enriches and protects leather and plastic materials and, in the same operation, also leaves the treated area shock proof (anti-static) and dust repellent. An 8 oz. can and applicator cost only 98c. Write: Perfection Pluss, 14532 Vanowen St., Van Nuys, Calif.



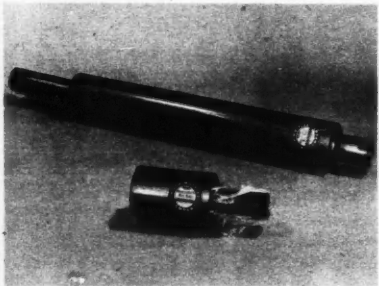
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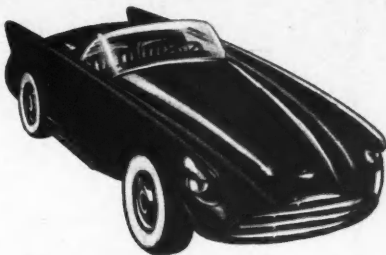


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BUILT IN JAPAN — BY JAPANESE

Gentlemen:
I am enclosing a couple snap shots of a '49 Ford, which I have just completed



customizing, which you might like to use in your publication.

I'm stationed at Camp Zama, Japan, and the customizing of my Ford was done with the assistance of a young Japanese mechanic, *Haji Mukai*, from ideas I received from your magazines.

I now have a '49 Ford, similar to the one owned by Bob Casey, "The Family Jewel," featured in the May '55 issue of *CAR CRAFT*. I would be most appreciative if you could furnish me with the exact procedure followed by Mr. Casey in lowering the body of his Ford to achieve the result shown in the article. Thank you.

Sincerely yours,
SFC Edgar C. Henry

Best way to obtain the information you want Ed, is to write to Styler's Custom Shop, 2505 National Ave., National City, California. They built Bob Casey's car.—Ed.



AC DC CUSTOM

Dear Sir:

Your magazine is truly wonderful for its size. In our parts it's tops and probably the same wherever you go.

I have a '53 Ford which I would enjoy considerably to see in print. I have seen very many cars in your readers column from California, I was hoping you could squeeze one from Michigan in.

The car itself features a bar grille, leaded hood, 64 inch hand formed skirts, Caddie headlight rims and it's lowered considerably. It also sports a P.A. system and a 110 volt AC DC converter, which operates a record player, electric shaver, etc.

The engine is stock except for a Mallory ignition, dual point system and headers. In



the future I hope to build it up.

Thanks loads for your great magazine and I'll be looking forward to your next issue.

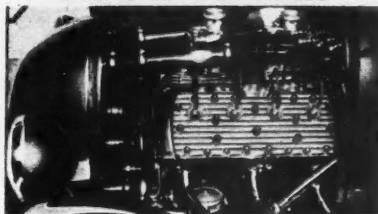
Yours truly,
Jerry Sobczak
Detroit 10, Michigan

No - thank you! - Ed.



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NATIONAL CHAMPIONSHIP DRAGS '55

Photos by D'Olive, Rickman and Herbert

AMERICA'S HOT RODDERS earned new recognition in the automotive world at the National Championship Drags held at Great Bend, Kansas. Sponsored by the National Hot Rod Association in cooperation with the Socony-Mobil Oil Company, the event took place from September 29 through October 2.


Over \$12,000 worth of trophies and merchandise awards helped to cheer the contestant's soggy spirits when an untimely rainstorm washed-out the final day's activities. Many of the top competitors at the meet claimed they had not gone "all-out" during the class elimination run-offs, but instead had been saving their equipment for the two-way record runs scheduled for the last day of the event. Unfortunately, this was the portion of the event that was cancelled because of rain.

During the two days of qualifying prior to the class eliminations, entrants from all over the USA had the opportunity to get to know and appreciate each other's local problems. The boys from the Coast laughingly accused the Denver area entrants of being "oxygen drunk" from the unaccustomed low altitude. This was well taken by the Denver group, although it really wasn't as funny as it sounded because these boys were really having tuning difficulties. The difference in elevation between Great Bend and Denver is approximately one full mile, so you can see why!

Similar hardships were endured by all the out of state entrants, of course, but the main effect seemed to be the formation of a closer bond between the nation's hot rodders. Closing remark heard most often in the restaurants

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clutch artists from
four corners of U. S.
vie for national
drag records —
Top Eliminator,
Mother Nature, and
her rain machine!

By Bob Pendergast
NHRA Project Co-ordinator

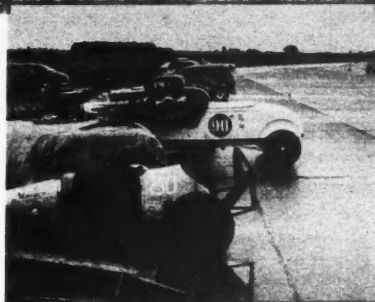
and hotel lobbies of Great Bend was "Man, I've promised a hundred guys I'd write to them!". Convention-like aspect of the meet was not overlooked by the citizens of Great Bend, who will go on record as saying the hot rodders are the best of American youth.

Apparently sharing this enthusiasm for the rodders were the representatives of America's leading automobile manufacturers, parts and accessory suppliers. Donors of the engines awarded as prizes during the meet were represented by factory production management, stylists, and engineers.

Obviously the American automotive industry and the hot rod movement have simultaneously realized that they have something to offer each other.

What with a new feeling, that of a single, unified group, gripping the contestants at this meet, plus the interest of the entire automotive minded world, the event couldn't be judged as anything but an overwhelming success in spite of the last day's racing being curtailed by the rain. Just three days accomplished that much, so stand by for even greater things when the 1956 National Championship Drags get underway. (Editor's Note)

Due to the rain's cancellation of the National Drags before the run-offs could be completed, the National Hot Rod Association has announced that the Dragster class eliminations and National Championship finals will be an added feature to be included in the forthcoming Southwest Regional Championship drag race scheduled for November 19th and 20th at Phoenix, Arizona.

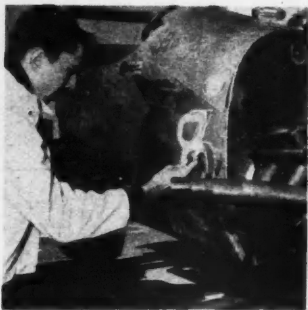


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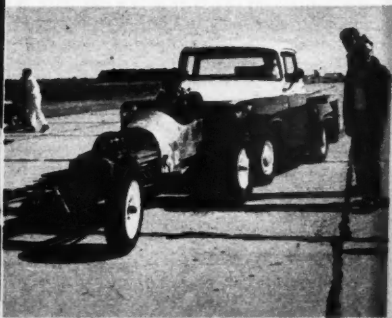


NATIONAL DRAGS

continued



These five pictures of Jack Moss' dragster and crew from Amarillo, Texas tells the story of every entrant who competed at this year's national event. At the top of the page you see the NHRA's technical inspection crew giving Jack's car the once over, checking it for construction and compulsory safety features. After passing the tech inspection the car moves down the line to where it receives its official number for the meet. Next, it is weighted in for classification. After selecting their pit area, the crew give the car its final tune up, checking plugs, carburetion and last minute adjustments. With everything ready to go, Jack motions for a push up to the starting line and, as far as Jack and the crew is concerned, the meet is under-way. Moss' car turned a commendable 137 mph which netted him and his crew the Dodge engine award of the meet and a chance to carry on in the dragster division for top eliminator run-off at the NHRA regional meet scheduled for Phoenix, Arizona, November the 19th and 20th.





Mayor of Great Bend, Kansas, and queens, cut ribbon, officially opening the strip. Art Chrisman's dragster serves as prop. Art turned 145 mph, won Chrysler engine.



John Tuyle came all the way from Brea, Calif., to compete with his Allied Fiberglass bodied sports car running a '55 Cad powerplant. Car turned century mark.

William Breece (left) from Lima, Ohio, was eliminated out on the strip, but at Friday night's big auto show won class trophy hands down with his immaculate lavender ducc with chromed Cad engine.



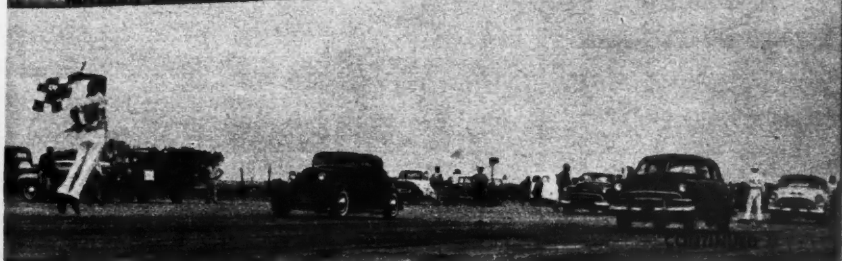
John Bandimere (left) of Denver, tries new jets for his powerful '55 McCulloch-blown Chevy. John's potential fire went out window after eliminating four clutches.

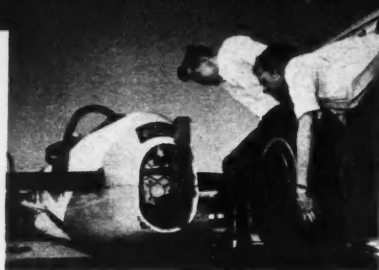
Sergeant Davis from Strategic Air Command Base in Nebraska showed up with the well known turbine-powered "Sacfire-boid". Top time of the car was 103 mph.



STARTING LINE

National Championship Drag Races





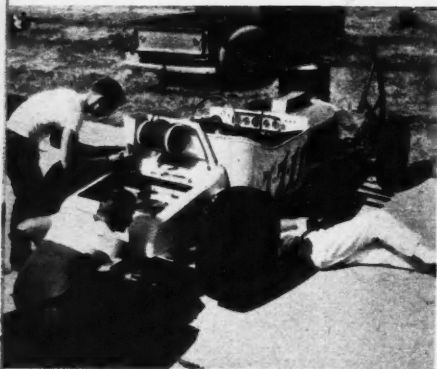
Jim Nelson and his small Fiat coupe set the strip on fire with the fast time of 130 mph and second fastest elapsed time. He'll be one to watch at the forthcoming Phoenix, Arizona, regional drag meet.

John Lovlean (left) Fort Worth, Texas, leaves starting line against Howard Johansen's rapid '55 Chevy. Howard won elimination heat and also set national record for "C" gas C/S at 100 mph.

Ollie Morris and his "Smoking White Owl" dragster won the Chevy V8 engine award of the meet with a time of 141 mph.



Mickey Thompson from El Monte, Calif., pulls his wild looking Chrysler powered dragster up to starting line for practice run. Car turned a speed of 141 mph.



Bob Stewart, all the way from Honolulu, ran this cute "T" modified roadster. Car was powered with '48 Ford flat-head.

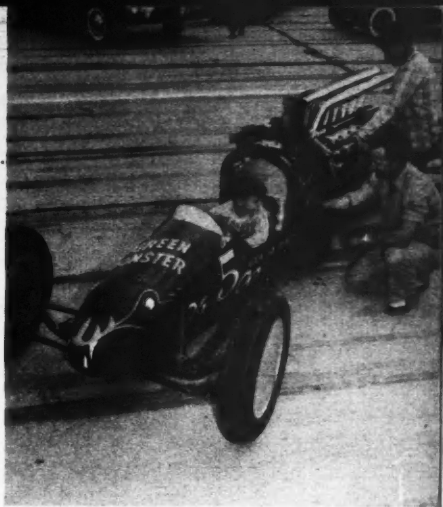




Jim Sims from Oceanside, Calif., took home the trophy for "A" A/CS with his Crosley sedan. Jim employs potent '50 Olds engine to get him over line first.



Radio and TV crews were working at strip daily making tapes and recording the racing action in general. Here, Helen Rootes takes time out to give Jim Wheaton some particulars about her and her Husband's car for local program.



Walter Arfons and his young hot rodders from Akron, Ohio, prepare the latest "Green Monster" for a practice run. Power-plant is surplus Ranger aircraft engine.

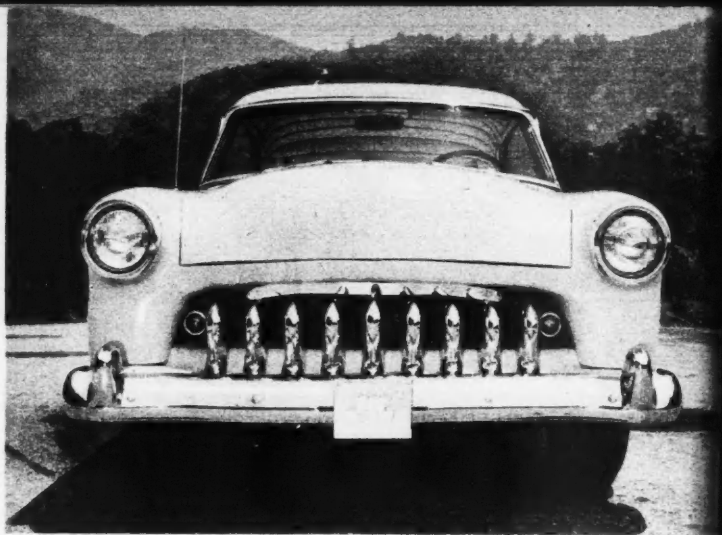


The highly engineered "Bustle-Bomb" twin-engine dragster, turned the fastest time of meet, 151 mph! Car is powered with Olds engine up front and Caddy at the rear. Lloyd Scott from Long Beach, Calif., does the honors of driving the brute horsepower machine.

Warren Turner (left) from Kansas City, Kansas was top dog in sports car class. He also won trophy for sports car division in the Friday night's huge Auto show. Car turned 1/4-mile in 104 mph.

(Continued on page 64)



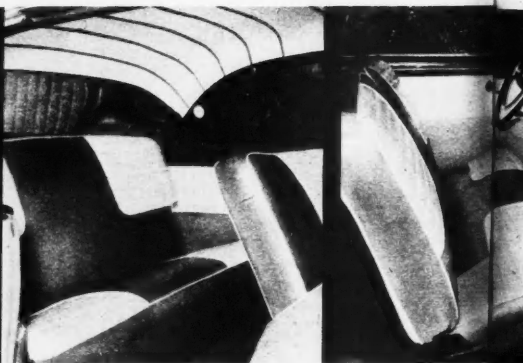


REHABILITATION FOR A G. I.

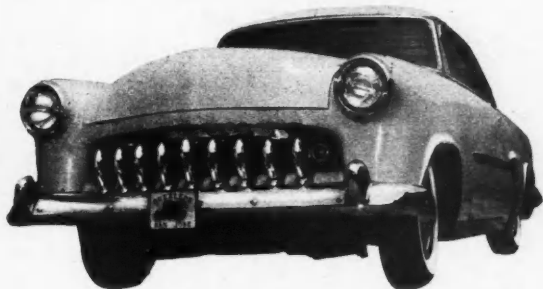
WHEN MARCEL LASSALE got home from a hitch in the service a couple of years ago, he found out that most of his buddies had not been wasting time while he was gone. All of the old gang had either customs or hot rods and Marcel figured out right away that if he was going to be an up-to-date civilian, he had to get into the swing of things.

The first step was the purchase of a 1952 Ford Victoria with some of the government pay he had been stashing away and the next step was to contact one of the old gang named Verne Lopes who also happened to own a body shop. Marcel and Verne set out to restyle the '52 in a manner which would be both original and practical. Their theme was to make a car to "show and go".

Interior consists of egg white and blue grey color scheme in a very novel design arrangement. Work was done by Verne Lopes of Evercraft Manufacturing, San Jose, California. Floor rugs are blue grey with all metal trim Baltic blue.



COVER CAR

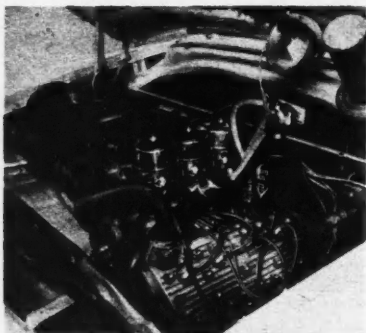


*the story of
a guy who had
to build a
custom before
he could become
a real civilian*



In every sense of the word, Marc Lassalle's '52 Ford presents true customizing. The grille was constructed by grafting on a '50 Merc grille shell which offers the smooth, molded front paneling. A '52 DeSoto grille pan was installed just inside grille opening and to it, nine '52 DeSoto chrome grille bars (See Torch Tips).





Powerplant is full race 275 cubic inch engine running a Howard M8 cam. Sharp beads and a triple carb intake manifold.

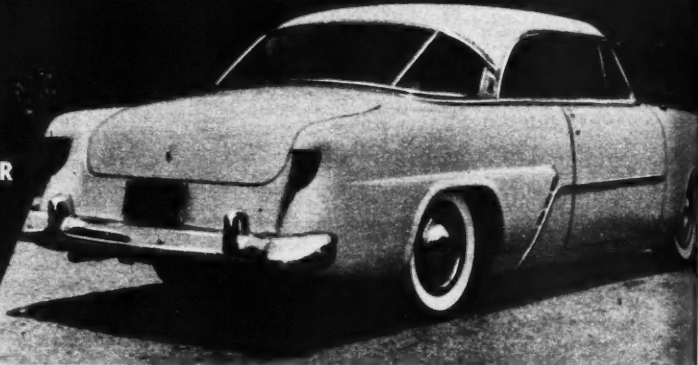
Marcel and Verne first decided to eliminate all bolt-on chrome accessories and still yet not get completely carried away with the lead pot. All hood and deck lid chrome was taken off with the exception of the deck lid lock, then the remaining holes filled. A '52 DeSoto grille and '50 Merc grille shell were grafted to the front of the car and '53 Lincoln tail-light lenses were fitted to an extended section of each rear fender.

The biggest job encountered was to match the rear wheel openings with the front wheel openings. An extra pair of '52 Ford front fenders were procured and the flared opening trimmed from each. The boys were determined to keep the lead used at a minimum

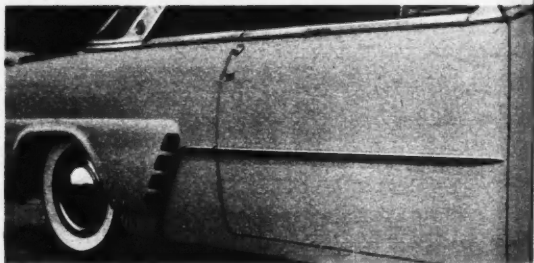
Photos by Bob D'Olive

COVER CAR

continued



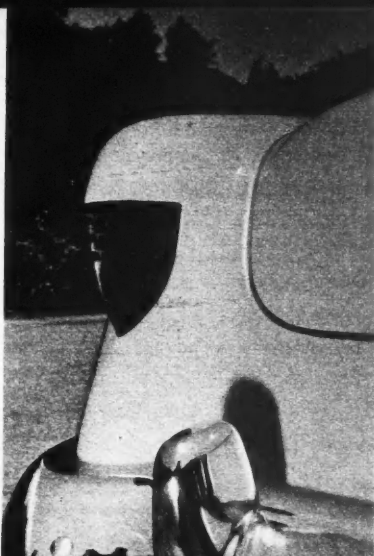
Side trim is from '53 Olds and has been inverted. Door handles are removed and replaced with exterior push buttons from '47 Lincoln.



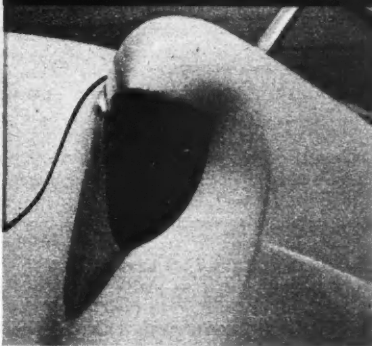
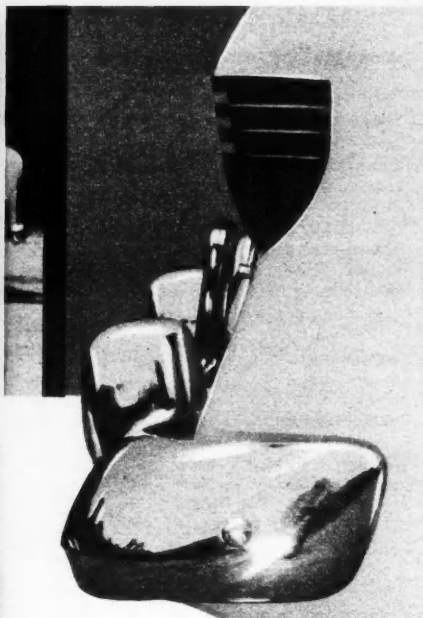
so a lot of time and sweat went into the rear fenders before all the warpage was gone and a smooth looking job was left.

For the "go" department, a full race 275 cubic inch engine was built and dropped into place. The interior of the engine houses a Howard M8 cam, a port and relieve job and is completely balanced. Sharp heads and triple intake manifold team up with headers on the outside to make things complete.

Add up everything we've mentioned so far, plus custom upholstery in egg shell white and blue grey Naugahyde, a four inch lowering all around, the iris colored paint and there is the "show" part. It all adds up to a real civilian car. We like it!

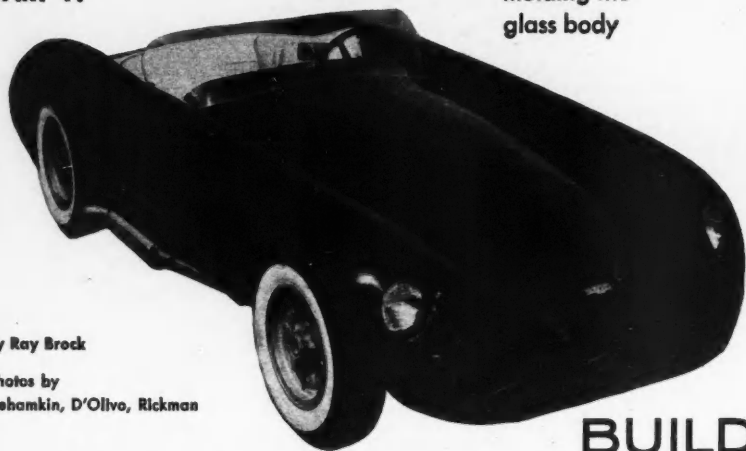


The taillight innovation is one of the unique highlights of the car. '53 Lincoln lenses have been installed in an upside down position. Note how '54 Chrysler bumper guards are molded to front, rear bumpers.



PART IV

molding the glass body



By Ray Brock

Photos by
Nehamkin, D'Olivo, Rickman

BUILD

AFTER THREE ISSUES of explaining how to design a car of your own, make a full scale mockup and then produce a female mold of either fiberglass or plaster of paris, we are now ready to swing into the final phase of the home-built car body —, making the fiberglass body.

As we brought out in the female mold parts of this series, the finished body will not look any better than the mold itself so, before you start laying up the glass and resin for the body, make sure that the mold is smooth. Flanges must be fitted around wheel and cockpit openings so that the body will not end with a raw edge at these openings. Light sheet metal flanges can be formed around the openings and the sharp corner where the metal and the mold meet rounded with molding clay or wax.

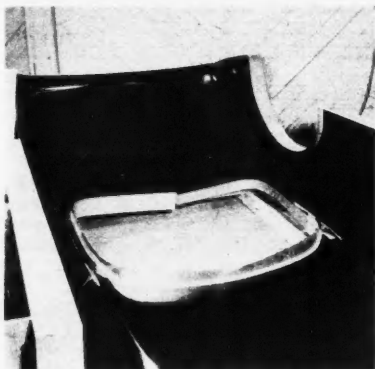
The first step of the actual body lay-up is to wax the female mold with automobile body wax and polish it to a hard film. Any slight surface irregularities where mold sections are joined can also usually be filled with a little extra wax to smooth them out. After the entire mold has been waxed and polished, the next step is to spray the mold with a coating of releasing agent. It is best to apply the releasing agent with a spray gun since brush application might leave marks which would show up in the finish of the body.

Actual lamination of the body sounds some-

thing like the same procedure we went through with the female fiberglass mold. A "hot" coat of resin is first brushed onto the female mold and allowed to set up. A high catalyst content in the mix makes it "hot" and insures that the resin will set quickly. A second "hot" coat follows the first and it too is allowed to set, at least until it becomes firm. The resin will remain tacky for a short time after it is set and while it is in this state, cloth or mat can be more easily formed and cut to the proper shape since it will be held to the vertical surfaces by the tacky resin.

The first layer of glass which Bob Sorrell uses after the two "hot" coats of resin is 9½ ounce cloth, available in various widths. The cloth is cut to fit all contours of the mold but is not used in excess or allowed to overlap. By eliminating as much overlap as possible in single layers but by staggering the meeting seams of the individual layers, the fiberglass shell will retain full strength but will not have lumps or heavy seams inside the finished body.

After the first layer of glass cloth has been pre-cut and pre-formed to the mold, slow setting resin is brushed into the cloth. Avoid trying to work on too large a section at a time since a lot of work is required to get the cloth entirely saturated, all wrinkles removed, air bubbles squeezed out and all of the excess resin removed. If large deposits or resin



1. Fiberglass mold waxed and ready for use is flanged all around openings and edges.



2. First two layers are coatings of "hot" resin. Allow them to dry before next step.

ING A FIBERGLASS CAR



3. First layer of cloth is fitted to mold before saturating with slow setting resin.



4. After cutting cloth to fit mold, all wrinkles and excess should be removed.

CONTINUED

FIBERGLASS

continued

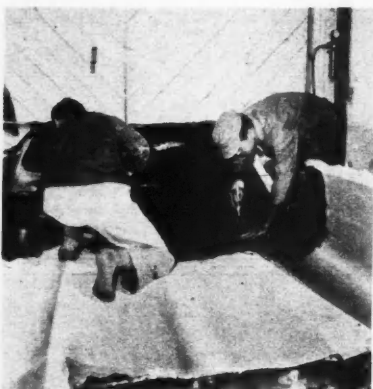
are left in the mold, they not only cause thick spots but also cause warpage due to the heat which is generated by the curing resin.

After all sections of the mold have been covered by the initial layer of glass cloth, the layer should be allowed to cure overnight or until it is thoroughly dry.

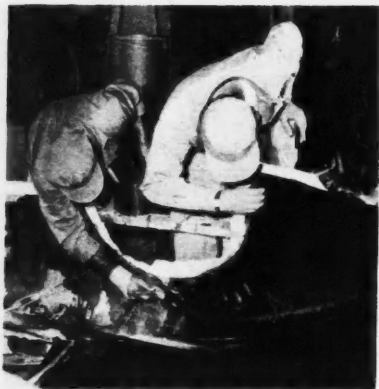
The second layer of glass is in a mat form. This mat may either be 1½, 2 or 3 ounce in weight depending upon where it is to be used. Curved sections have more natural strength than flat surfaces so a light mat can be used on fenders and other curved sections while large flat areas such as the hood or deck must be re-inforced with the heavier mat to give added strength. The mat is pre-cut and pre-formed, again refraining from large overlaps but making sure that seams between pieces of



5. Saturation of first layer of cloth is done with brush. Press firmly into corners.



6. The body should be worked in sections so that resin can be squeegeed while soft.



7. Unsaturated parts show up as light spots. Squeegee is used to force air bubbles out.



8. Glass mat is used for second layer. Heavy mat re-enforces flat area like hood.

mat do not coincide with the first layer of cloth.

The glass mat layer is now ready to be saturated with resin. Even though slow setting resin is used, be sure to work the body in sections and do not contaminate other areas with resin until you are ready to apply the mat. After the mat has been thoroughly saturated, a layer of cloth which has previously been cut and formed should be laid on top of the still wet mat and the cloth smoothed

down with a rubber squeegee until all air bubbles have been removed and the cloth is well saturated. Any excess resin should be squeegeed off and discarded. Do not try to salvage the resin that is nearly set for use in an adjacent area.

Through all but the first two layers of "hot" resin, a mix should be used which has a minimum "setting" time of one hour. This is called a slow setting resin but you will quickly discover that two or three people working on



9. Glass mat is pre-formed like cloth before applying resin to eliminate waste.



10. Mat is next saturated with slow setting resin. No attempt is made to squeegee mat.



11. Final layer of cloth is laid on top of wet resin filled layer of glass mat.



12. After cloth is put on top of mat, any dry spots should be filled with more resin.

FIBERGLASS

continued

an area such as a nose section have to work fairly fast to get the cloth or mat smoothed and all excess squeezed out before the resin starts setting up. Sorrell recommends that a roadster type body such as his be divided into three or four sections and the layer in each section completed before progressing to the

next section. If the resin mixture which you have blended doesn't seem to saturate the cloth or mat very well, thin it down slightly with styrene. The company from which you buy supplies should provide a chart to give the right amount of ingredients for whatever type mixture you require.

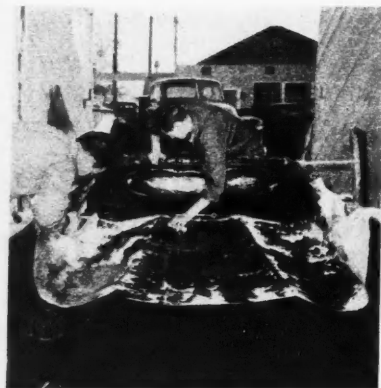
The body should be left to cure for a few days or even a week and then the flanges and stringers which hold the female mold sections



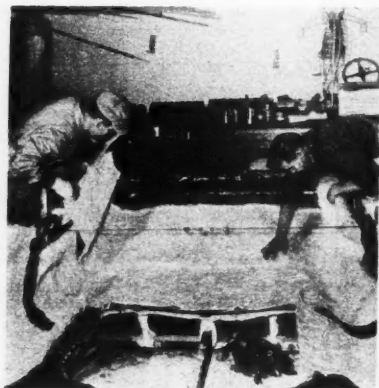
13. Rubber squeegee is used to force out air and remove excess resin from glass.



14. Mixing of resin is simple if instructions are followed but things get sticky.



15. Heavy wire and turnbuckle visible across center of pic holds mold in shape.



16. Mat of heavier weight is formed over large flat areas to give added strength.

together unbolted and the body pulled from the sections. You now have a fiberglass body which was designed and built by yourself. All that is necessary now is a chassis to fit beneath it and mounts between the body and the chassis. Next month, we will go into that phase of the story. With this part of the story and the other three which preceded it, you should now have the whole process figured out to where you can start building your own car.

We have the address of two plastic firms located on the west coast who have sold materials to several of the do-it-yourself boys in their areas but in other parts of the country, you'll either have to locate them through the yellow section of the phone book or order by mail. The two we have are: Taylor & Art Inc., 1710 East Twelfth St., Oakland 6, California and Pacific Plastic Service, 8612 Rindge Ave., Playa Del Rey, California.



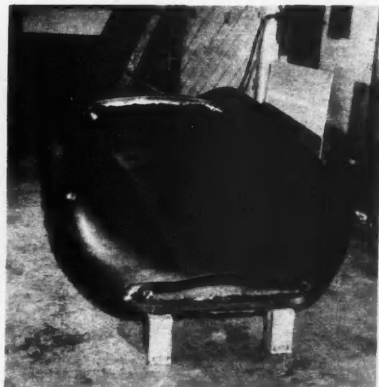
17. If mat or cloth will not stay in place, few dabs of resin will make pieces adhere.



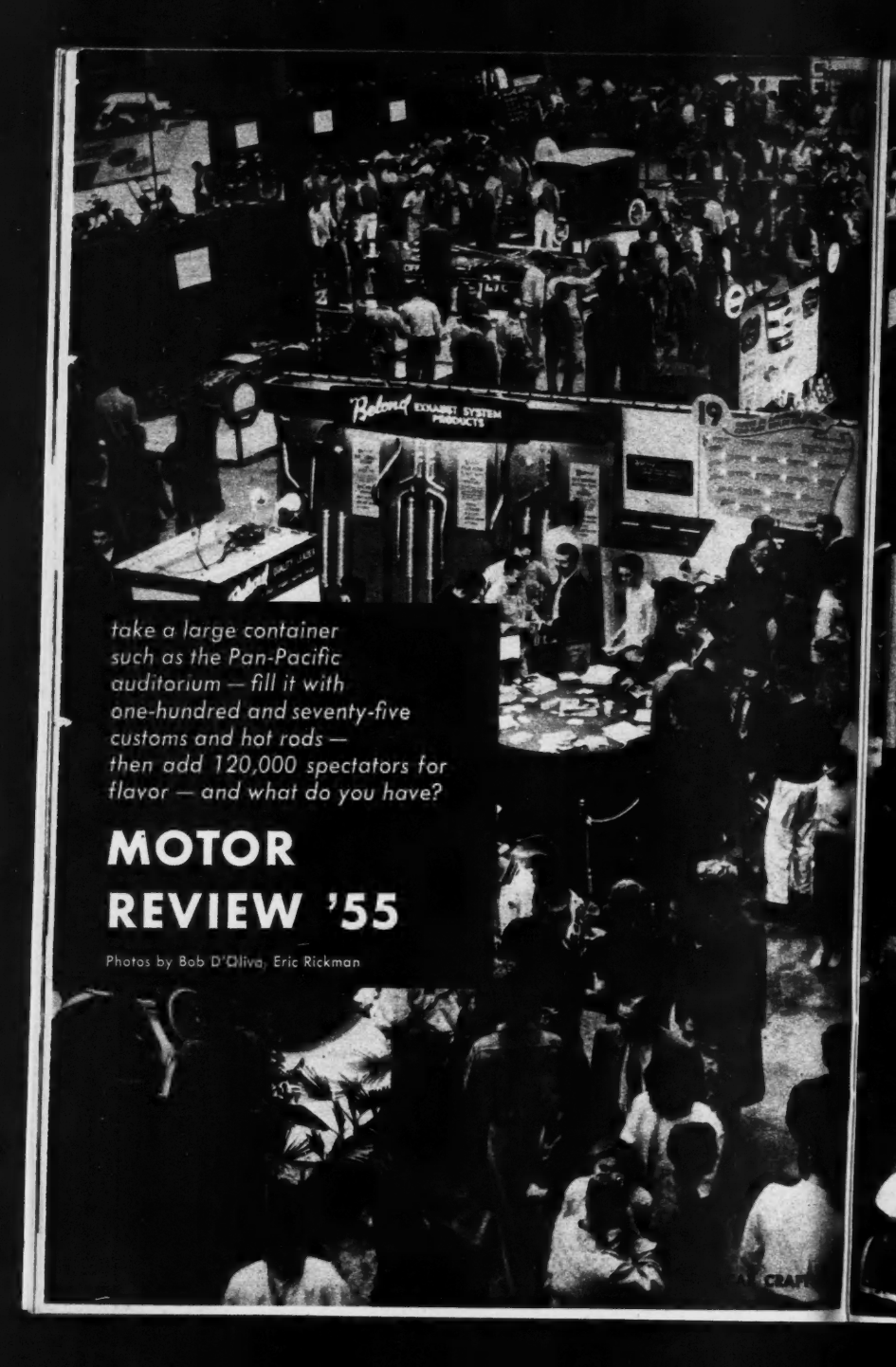
18. After body layup is complete and thoroughly dried, removal of body is final step.



19. Here it comes! All mold sections are separated and finished body lifted out.



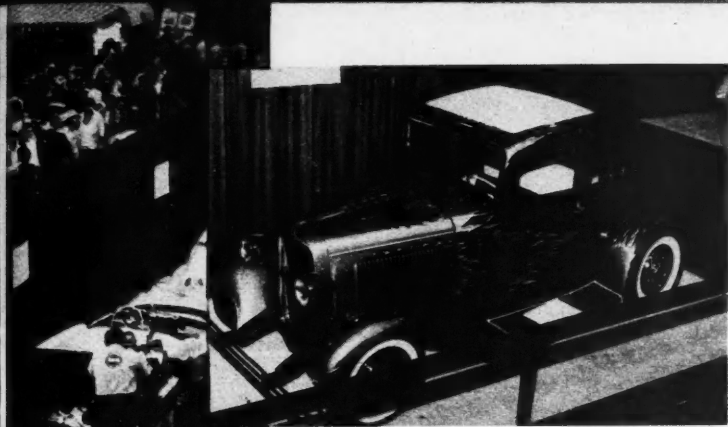
20. Completed body just out of mold is a pretty sight. Next, fitting it to chassis.



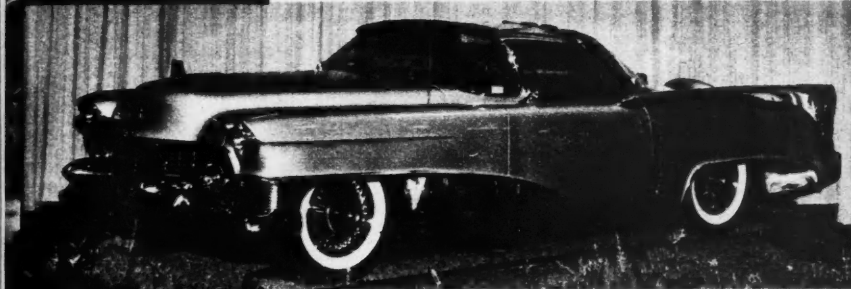
*take a large container
such as the Pan-Pacific
auditorium — fill it with
one-hundred and seventy-five
customs and hot rods —
then add 120,000 spectators for
flavor — and what do you have?*

MOTOR REVIEW '55

Photos by Bob D'Olive, Eric Rickman

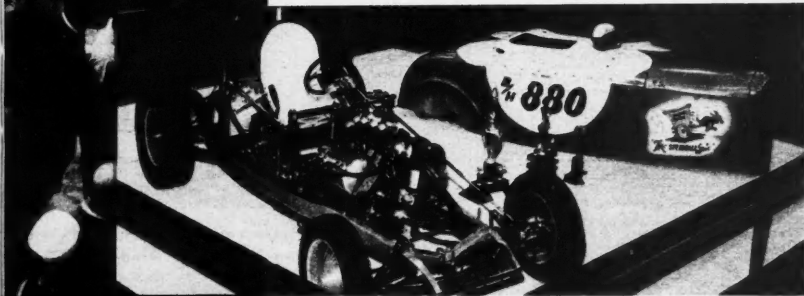


George Sein's frantic flamed deuce was a show stopper. Colors were a combo of Lime green and Gold rust. Stripping was executed by Von Dutch.



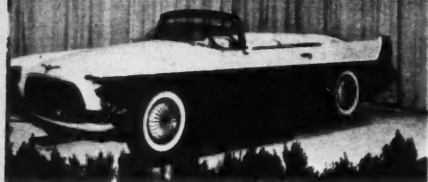
Harry Karl's "Gold plated" Cadillac LeMans was big highlight of this year's show. The car is valued at \$52,000, features a television set, portable phone and a refreshment bar.

Dave Marquez and the Ventura "Motor Monarchs" displayed their beautiful competition roadster disassembled for general public to see just what makes a prize hot rod tick.

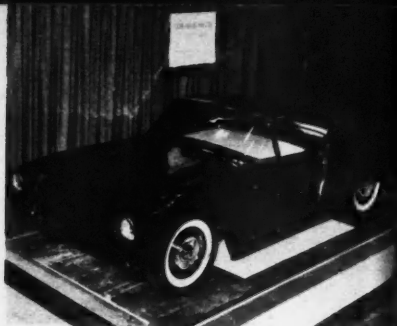


MOTOR REVIEW

continued



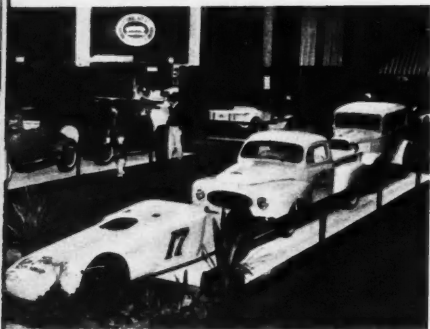
Chrysler factory had their two new prototype "Dream Cars" on hand for the showing. This is Flight Sweep 1, the other was a coupe featuring similar beautiful lines.



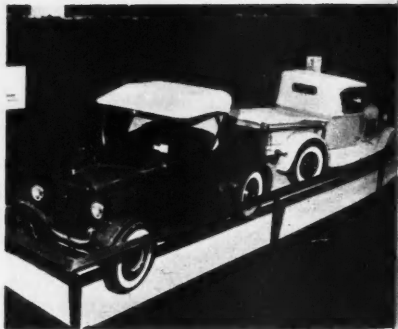
Henry McCormack came up with one of the most beautiful backyard fiberglass bodied cars of the 10-day exhibit with this deep green metallic painted sports coupe.



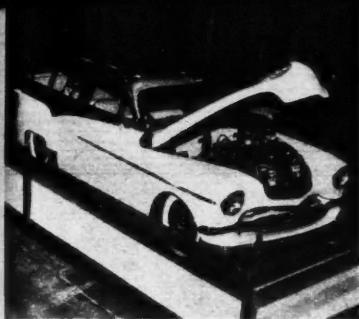
Without a doubt the greatest activity the show offered this year was the full racing programs staged by the Quarter Racing Association of Southern California. The young midget drivers, ages 4 to 12, gave the crowds a thrill a minute with their races.



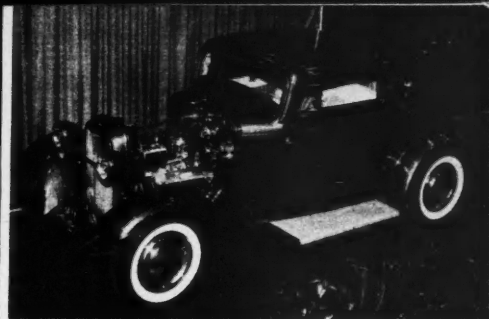
Chuck Porter, the prolific body man of Hollywood, came on like "gang busters" with his radical custom pickup, Bonneville roadster and clean '32 panel truck.



Two of the cutest displays were these two pickups that were built by Don Roberts of Norwalk, California. One was a bright yellow while the other came on in fire red.



ABOVE LEFT. George Cerny's Plymouth station wagon was dressed out in a purple and white attire. His Caddy drag race engine was somehow stuffed into the suburban's small engine compartment.



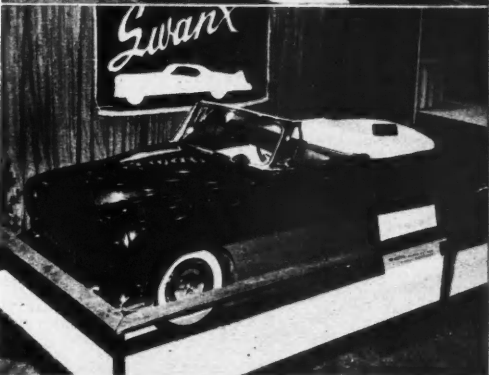
ABOVE RIGHT. William Breeze drove his immaculate lavender '32 Ford all the way from Lima, Ohio to display car. The cute deuce made a hit with west coast fans.



The Barris Brother's booth consisted of many custom cars that have been featured in CAR CRAFT magazine. The brothers were responsible for beautiful workmanship on Harry Karl's gold Caddy.



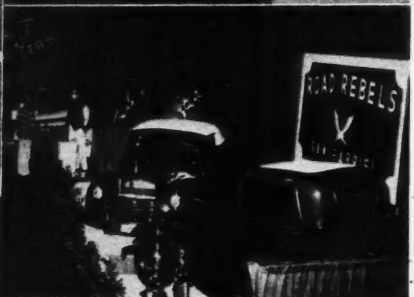
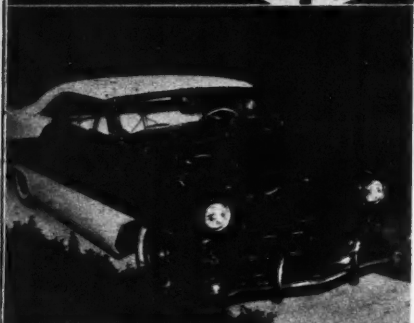
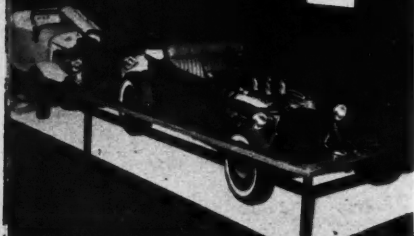
Jim Kamboor's tediously detailed '34 competition coupe was a crowd pleaser. Color is Bittersweet.



Ted Leventhal's two-toned green Chevy custom traveled from San Leandro, Calif. to participate in show. Ted's custom will soon be seen on CAR CRAFT'S cover.

MOTOR REVIEW

continued



ABOVE LEFT: Norm Grabowski's little black modified pickup and Don Hentzel's T-pickup held their own with spectators. Both cars are complete jewels for streets.

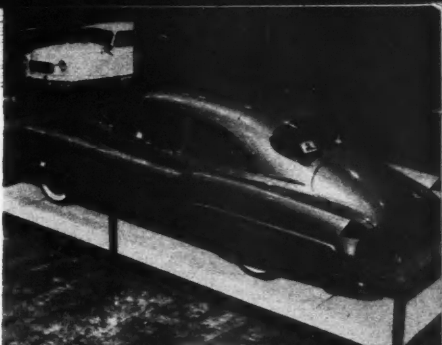
ABOVE RIGHT: You are now looking at the one and only "Von Dutch," stripping king of Southern California. Dutch spent ten days stripping a '27 Studebaker classic. The car should now be delivered to the Smithsonian Institute for safe keeping.

Another custom that will be seen in CAR CRAFT in future is this Ford convert built by Don Holt and Dick Meeks.

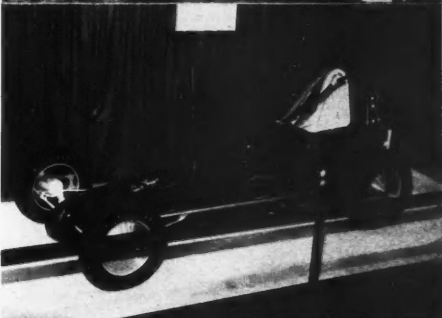
Many car club booth featured record holding competition cars this year. Club trophies seemed to be the order of the day.

Doug Adamson's orange colored '42 Ford business coupe proved ultimate display for pre-war type custom car. Doug's car was featured in CAR CRAFT October '55.

Standout of the many Stylers Custom Shop's displays was co-owner Robbie Martinez's late Olds with satin Gold paint.



The Cortopassi Brothers' bonneville car, the "Glass Slipper", was a knockout for finish, workmanship and construction. Car recently turned 181 mph with a flat-head Ford powerplant — who said the ol' flat-head engine is through?

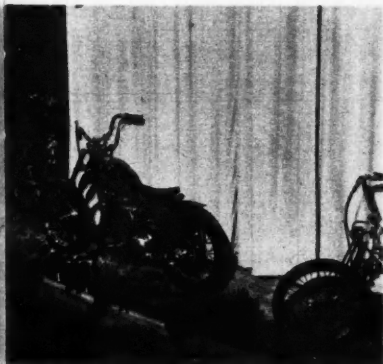


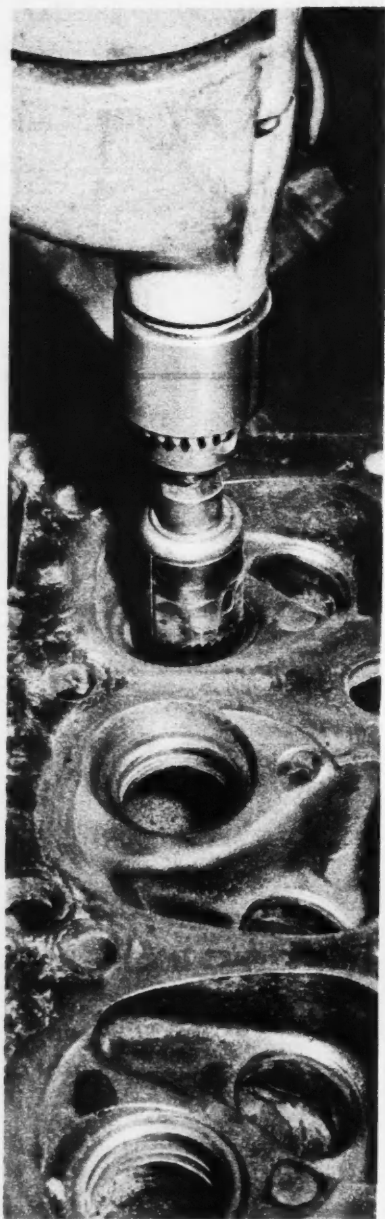
Custom built water ski boats played an important role this year in Motor Revue. Boats featured rolled and pleated interior, wild paint jobs and potent engines.

Motorcycles had their day at the show also. Jack Calori's Triumph bike was a standout with its massive chrome, flame painted tank and special modifications.



Directly across from Dave Marquez's fabulous roadster, the National Hot Rod Association set up shop. This was the sight for many a great bench racing session for visiting out-of-town hot rodders.



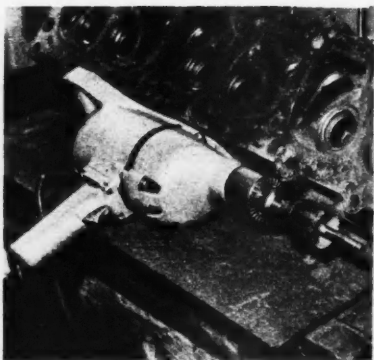


QUICK

Photos by E. Rickman

CAR CRAFT has a photographer named

Eric Rickman who was constantly being subjected to verbal abuse by other members of the staff because of the car he drove. We told the guy for years that he just wasn't in style with our type of publications but that didn't seem to bother him. He just came back with things like "20 miles per gallon at 60 mph" or "I've got 135,000 miles on my car, how many do you have on yours?". Seems like Rick had to get nasty when he made retorts. We finally got the best of him though because he recently got his 1940 Chevrolet coupe nosed, decked, about three million louvers punched in the hood and a special metallic blue paint job. We must have really got him mad too, because he has now started on the engine and is threatening to annihilate every body in the office at the local drag strip before he is through.



Old Chevrolet valve was machined to 1/4 inch diameter on one end to fit mandrel.

PORT JOB

*removing the ridge below valves
with a hole saw is the fast way*

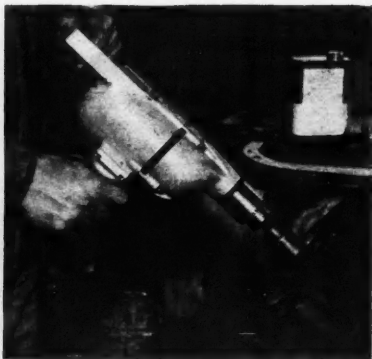
We told him that everything was fair and square in love and drag racing so to go ahead as long as he shot pictures of all the things he did so we could use them in the magazine. His first step was to get together with Lyon Engineering at 11370 Long Beach Blvd., Lynwood, California and rework the head.

The interesting part of this act was that the valve openings were enlarged effectively and quickly with a hole saw. These saws can be bought in various sizes at hardware stores or tool houses. For the '40 Chevy head, Rick borrowed some speed secrets from Frank McGurk of nearby Inglewood. He used '52 Chevy Powerglide valves, springs and spring retainers. Shims were used to get the valve spring to a length of 1 27/32 inches for correct tension.

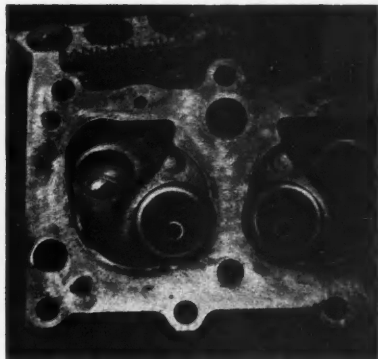
For the hole saw, Lyon took an old valve with the correct stem size, cut the head off and

turned one end down to 1/4 inch so that it would fit the hole saw Mandrel and act as a pilot for the circular saw. By inserting the pilot in the valve guide and applying light pressure, the saw cleaned out a hole beneath the valve to give better breathing to the new valves. The saw used on the '40 Chevy was 1 3/8 inches in diameter. Other imperfections and obstructions in the head ports were cleaned out in the conventional manner using a portable grinder.

Valve seat angles had to be changed to fit the Powerglide valves, 31° on intake and 46° for exhaust. Since Rick got the big valves installed and the engine running again, he has chosen us off several times but we have convinced him that he ought to make a few more changes before trying to be brave. One of these days though, we are liable to run out of excuses.



Light pressure must be used when cutting out ports to avoid breaking the hole saw.



Before at left and after at right shows how much intake ports can be enlarged.



Gordo



lil' Gordo

IT'S NOT often that a custom shop can come up with a winner with their first custom car attempt, but with Gordo's Custom Coach Works of Portland, Oregon—this was the case. The first custom car that rolled from the shop's portals in 1952 cleaned house at several of the local auto shows to the tune of one dozen first place trophy awards. This is one for the books. Gordo's greatest claim to fame

AS WE HAVE pointed out before—no truer custom material has ever been stock produced than the '53-'54 Studebaker with its clean, sweeping lines. Gordo's Custom Coach Works of Portland, Oregon, proves the point with the very cleverly restyled Stude found on the following pages.

The biggest single change that Gordo gave the car was the complete removal of the stock steel top along with the windshield. To take the top's place, but not shown in the illustrations, is a manually operated cloth convertible top. The windshield was replaced with a full wrap-around windshield from a '55 Ford T-Bird. The unique front end styling consisted of extending and forming the front body panels over a 1½-inch round bar of cold roll steel which offers the smooth, rolled edge to the large front scoop. A new hood was power-hammered from flat sheet metal stock and is hinged at the front opening similar to a Chevy Corvette. Being that the new hood is much lower than that of the stock component, it was necessary to lower the radiator two inches for clearance.

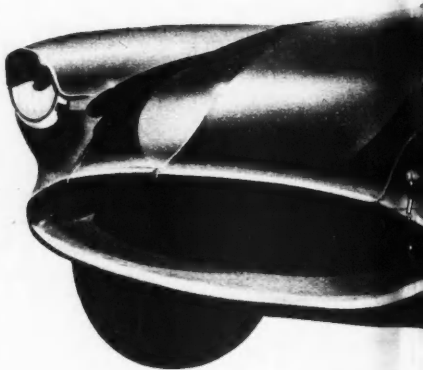
'55 Chevy headlight rims were utilized for the headlight modification. The side peak of each rim was picked up and carried far back into the quarter panel where the indented side trim line diminishes into functional rear air-scoops. The lower section of body found under the sweeping indented line has been hammered deeper, lending the popular concaved styling found on many of today's dream cars.

Fender openings were cut far back into the body and filled with convex shaped hammered aluminum, which Gordo would anodize in contrasting colors. The rear fender cut-out

GORDO'S BODY SHOP

REST

With convex shaped wheel wells, full wrap around windshield and sports car type front end, the small, sleek Studebaker takes on the popular prototype dream car flavor that is comparable to some of Detroit's wild and fantastic creations.



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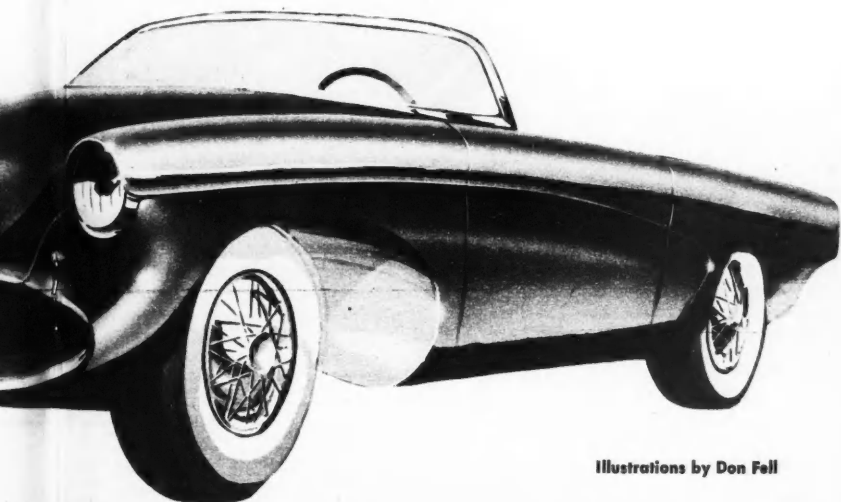
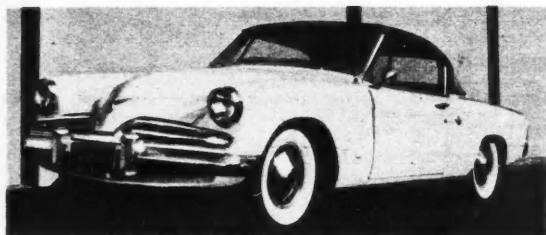
since he opened the shop five years ago is a sharp little '49 Ford club coupe that he completely sectioned in the short time of three days. This is obvious when considering that he employs nothing but the latest tools, power machines and methods to create his radical restyled automobiles. And just of late, he opened up an entirely new department specializing in fiberglass custom work and repair. Gordo's shop fits

a perfectly legal goof that one of CAR CRAFT's employees made sometime ago when describing the large International Motor Revue extravaganza on a local radio interview — "It's all under one roof". Gordo's co-owner, little Gordo, and Gordo himself welcomes all inquiries and says if any of the readers are in the neighborhood, stop in, he will be glad to give you the A-1 tour of the shop.

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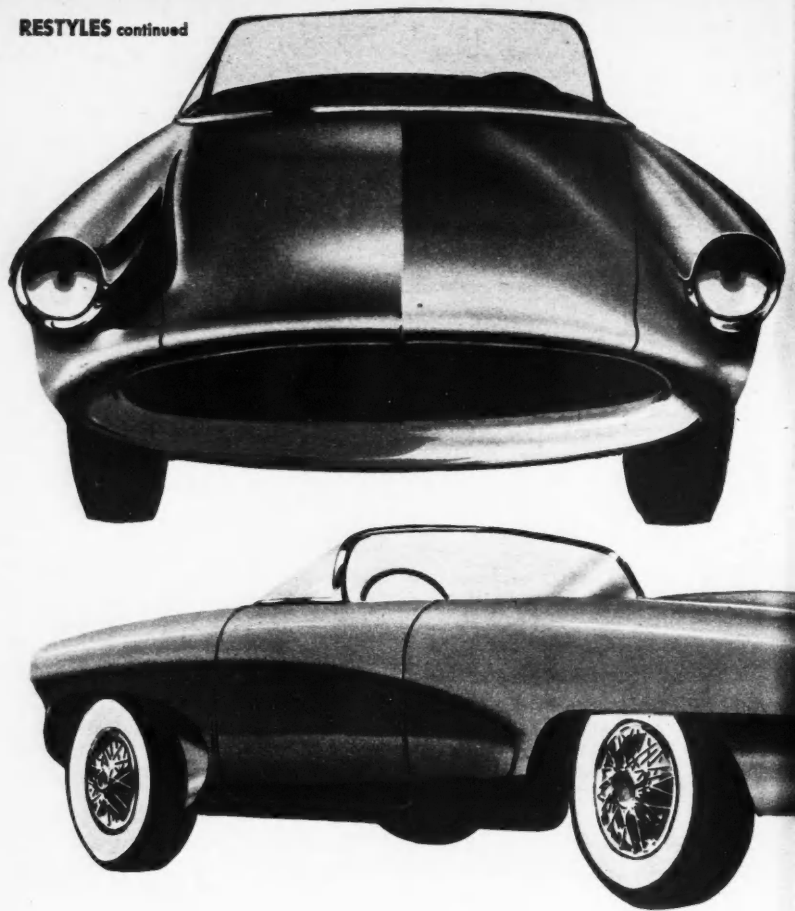
STYLES

THE '53-'54 STUDEBAKER



Illustrations by Don Fell

RESTYLES continued



sections differ from that of the front slightly being that the sections contour into the rear of the body just under the '55 DeSoto tail-lights. The deck lid has been shortened slightly and all corners have been rounded. Area under the deck lid has been rolled down and under to form a full belly pan forward to the rear axle. The special bumper is made from tubing and is chrome plated. The car has been lowered three inches both for and aft. Up front a special "Gordo lowering kit" has been

installed and at the rear, springs have been de-arched. The frame has been C'd at the rear to avoid objectionable bottoming. The finishing touch was the installation of an electrically operated system for the doors, deck lid and hood. Stock wheels were discarded and replaced with the genuine articles—*wire wheels*. The styling of the car has that true dream car flavor and could very possibly be a sneak preview of what we can expect in the near future for the typical *custom car*.



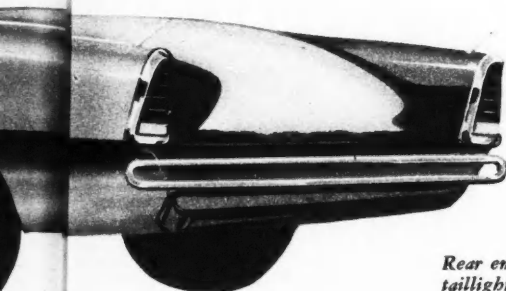
The front end styling was treated with the same design simplicity that is found in many of the exclusive European cars. All chrome trim has been given the "deep six" with custom styling emanating from unique contours incorporated into body.

PARTS AND PRICE LIST

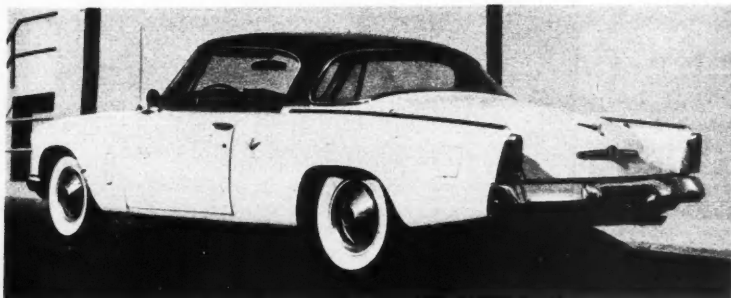
	Labor	Parts
Remove top and construct special cloth convertible top	\$300.00	....
Fit '55 Ford T-Bird windshield and cowl	250.00	\$184.00
Fit '55 Ford T-Bird doors to windshield frame	180.00	....
Carry side indent trim line through to quarter panels on sides of body and construct air scoops	300.00	....
Cut out front fenders and fit convex aluminum panels	200.00	15.00
Cut out rear fenders and fit convex aluminum panels	200.00	....
Antidize convex aluminum fender panels in contrasting colors	40.00	....
Build grille opening and bumper bar	250.00	50.00
Build new aluminum hood	125.00	....
Reshape rear deck lid and round all corners	86.00	....
Reshape body panel under deck lid and build belly pan	75.00	....
Install '55 DeSoto Taillights	30.00	32.20
Build rear bumper from tubing and chrome	50.00	....
Install electrical system for doors	60.00	19.95
Install electrical system for deck lid	25.00	9.95
French '55 Chevy headlight rims to fenders	30.00	9.90
Lower car (front) with Gordo lowering kit	27.50	30.00
Lower car (rear) de-arch springs	35.00	....
C' rear frame	35.00	....
Custom paint job (lacquer)	175.00	....

\$2433.50
\$351.00

Total \$2784.50



Rear end treatment consists of '55 DeSoto taillights, special bumper made from tubing and recessed body panels that roll under the car forming a rear belly pan.



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GIVE IT AIR!



the '55 Chevrolet V8 engine acts like a monster with a little extra carburetion

Nicson mechanic in the photo at right prepares to set ignition with car running on dyno so maximum horsepower can be accurately checked.





1. Stock setup before installation of dual manifold. Engine had 15,000 miles on it.



2. Windshield wiper motor interferes with removal of ignition so must be taken off.



3. With all lines disconnected and ignition out, stock manifold is lifted off engine.

WHEN THE OVERHEAD valve engines started to make their debut in American production cars back in 1948, they were limited at first to automobiles within the middle and upper price ranges. The new engines became popular in a big hurry and started to spread to cheaper models because of the large amounts of horsepower which could be produced by these easy breathing rocker arm jobs.

Gradually, every American automobile manufacturer except one has accepted the OHV V8 as their first line power plant. Production costs have been shaved down to where all of the low priced three can build the V8 engines without having to make a major price increase in their cars.

That means that from now until the gas turbines or atomic pellets take over as automobile power plants, almost 100% of the cars built will be of the OHV variety. This further means that most of the used cars bought within the next few years will also be OHV V8 powered.

Chevrolet has nearly always emerged on top of the heap for total sales during the past twenty years now and will undoubtedly remain up there so we can expect a lot of our readers to own a Chevy V8 one of these years if not now. With this in mind we set out to find out just what kind of speed equipment is available for the new Chevy V8.

One of the oldest names in Chevrolet speed equipment is Nicson Engineering located at 4546 East Washington Blvd., Los Angeles 22, California. Nick Glaviano and his son, Chuck are the combination that makes up Nicson. When we checked in with Nicson, we discovered that we had chosen the perfect time to get inquisitive.

The first batch of rough castings for the new V8 had just arrived from the foundry and Nick was getting ready to run them through the machine shop.

The new dual manifold designed by Nick has 180 degree balanced design and is exhaust heated. It is a true dual manifold, not a triple design with a plate over the center

CONTINUED

GIVE IT AIR

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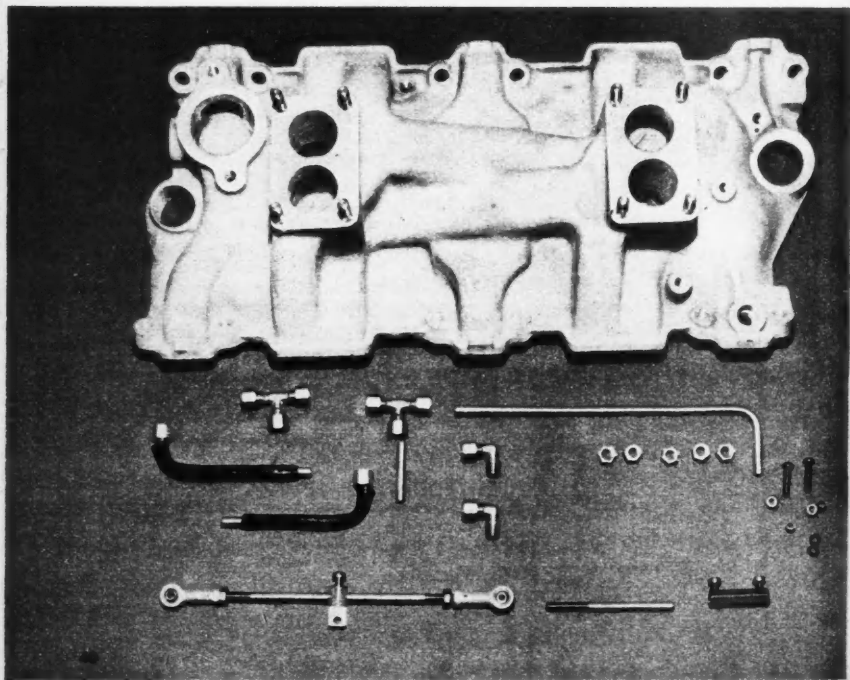
carburetor flange. The casting is aluminum and the water outlet on the front of the manifold has been moved to the right slightly so that the outlet and radiator hose have better clearance with the front carburetor bowl.

We did a little checking while waiting for Nick and Chuck to get a dual manifold ready to install and here are some of the things we found out. The power kit for Chevrolets when ordered from the factory on a new car is \$59.50 extra but if you buy a car with the standard dual throat Rochester and then decide to convert to the power package with four barrel carburetor, the price goes up. The four-barrel carburetor lists for \$62.10, the manifold is \$19.75, oil bath air cleaner lists for \$28.65 and then there is a certain amount of miscellaneous linkage which must be bought. As you can see, it gets expensive.

Nicson's dual manifold kit, including linkage, gas lines and automatic choke lines lists for \$80.00. An extra Rochester 7008005 carburetor lists for \$29.95. Air cleaners are \$3.95 each. Add everything together and it is quite obvious that the Nicson dual changeover is less expensive than switching to the factory quad setup. Add to this the fact that the factory quad has 1-1/6 inch primary venturii and 15/16 inch secondary venturii for a total venturi area of 3.152 square inches as compared to two stock Chevrolet Rochester 7008005 two throat carburetors with venturii which have a combined total of 4.20 square inches of venturi area. This figured out on the slip stick to be 33 1/3% more venturi area with the Nicson dual that with the factory quad. The question now was, would a stock 265 cubic inch Chevrolet V8 be able to handle that much more carburetion?

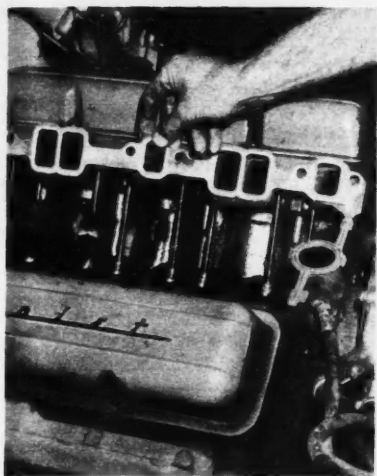
The car which we tested was a '55 Chev V8 sport coupe with Powerglide belonging to a

4. Nicson dual manifold with linkage kit uses two Rochester dual throat carburetors, one of which came stock. All necessary pieces needed to lengthen linkage, lines are included.



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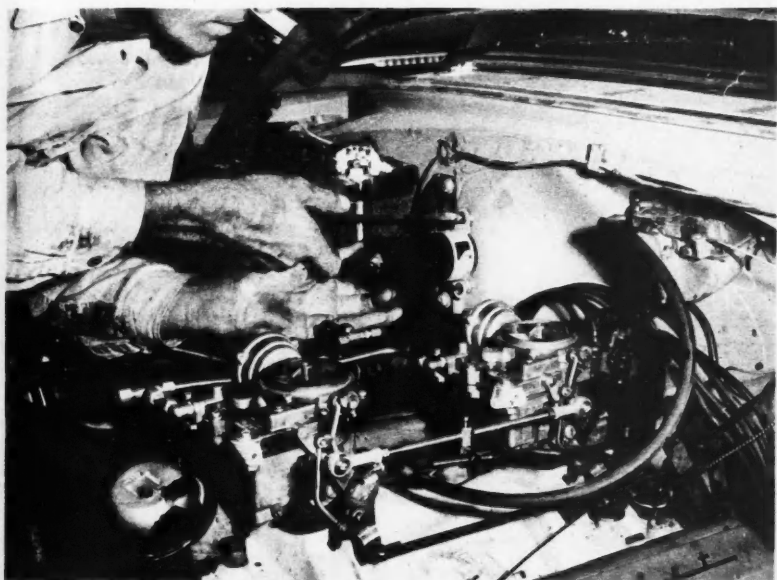
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uded.



5. Gaskets must be carefully placed. If disturbed during installation, oil will leak.



6. With carburetors, fuel lines and choke line in place, manifold is set on engine.



7. Coil must be relocated from its position on top of stock manifold. Ideal location is on firewall using stock brackets. Both primary and secondary leads must be lengthened.

GIVE IT AIR

continued

Mr. Harris and registering 15,326 miles on the odometer. The car was tuned to factory specifications, a set of new A-C 44-5 spark plugs installed and the ignition power timed on Nicson's Clayton chassis dynamometer for maximum horsepower. Top reading was 105 road horsepower at 4500 RPM on Mr. Harris' car which was completely stock except for dual exhausts. A test drive revealed that the engine operated perfectly at all speeds.

While we stood by with camera to catch pictures of all phases of the manifold switch, Nick and Chuck went to work. A couple of hours and many pictures later, we were ready to find out just how much difference the extra carburetion made.

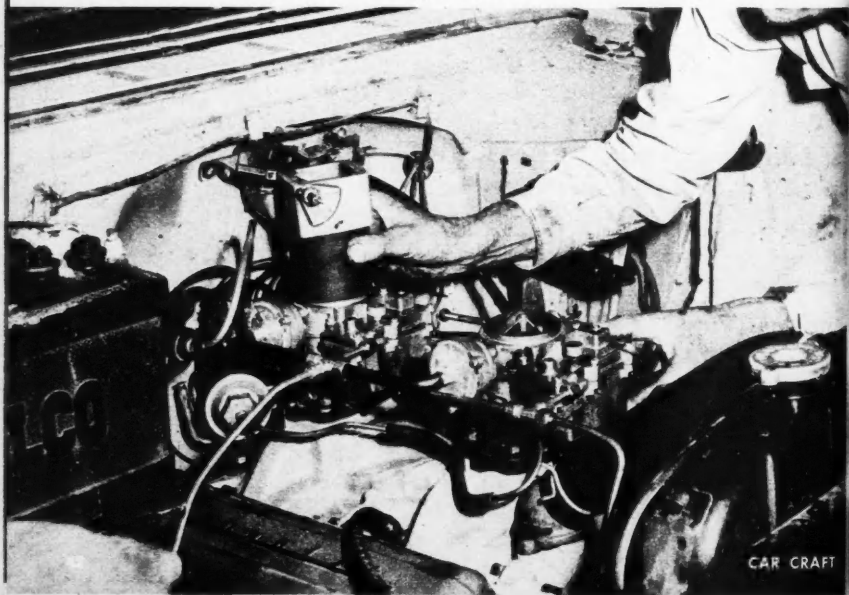
The car was put on the dynamometer and the ignition power timed once more since the distributor has to be removed during a manifold switch. When the engine was warmed up, Nick loaded the dyno power absorption unit and gave the engine full throttle. The horsepower figures were higher all through the RPM range with a maximum reading of

129 HP recorded at 4500 RPM. This meant an increase of 24 horsepower at the rear wheels. Main jets in both carburetors were replaced with one step richer jets (stamped 53) to bring the air/fuel ratio back to standard at all speeds but maximum power was not affected.

Advertised engine horsepower for the '55 Chevrolet V8's is 162 standard and 180 with power pack which consists of the quad carburetor and dual exhausts. Mr. Harris' car was already equipped with dual exhausts but still picked up 24 horsepower at the rear wheels. Our test drive after installation showed that operation with the dual manifold was smooth and the car felt far more responsive at all speeds.

As a synopsis, the Chevrolet V8 seems to be like all the other late overhead valve V8's, they can use more carburetion. The one we tested certainly felt healthy with the Nicson dual and this lightweight among the rocker arm jobs looks like a real popular engine for years to come.

8. With installation complete and engine idling, Nicson Synchro-Gage is placed over the air horn on each carburetor and linkage adjusted until throttle butterflies synchronize.



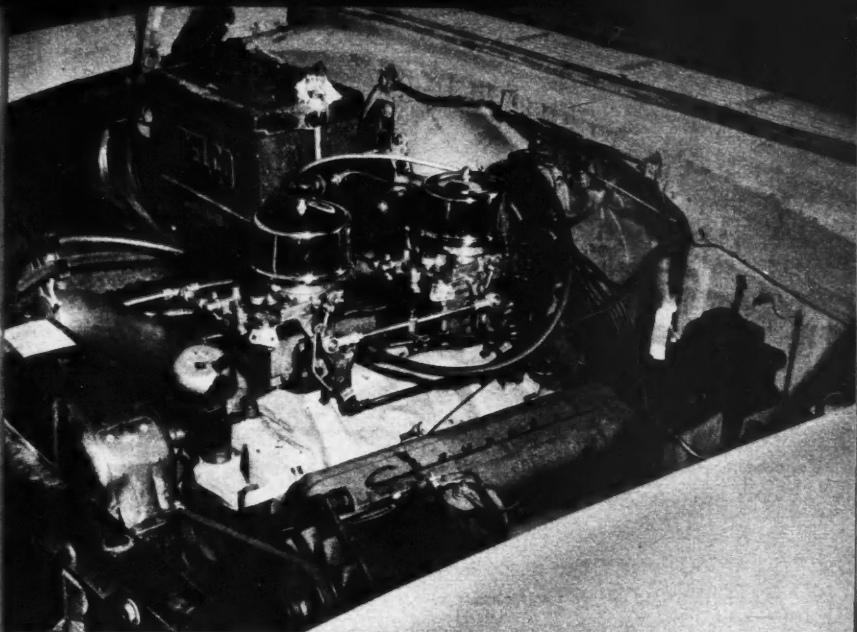
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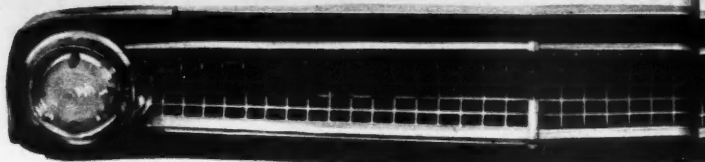
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9. With carburetors adjusted and air cleaners in place, the car is ready for the street. Idle is smooth, acceleration positive at all speeds. Powerglide kickdown operates as stock.
10. Dynamometer test after ignition has been power timed reveals 24 horsepower increase over stock two throat carburetor. Jet change corrects air/fuel ratio to stock.





IT'S ALMOST a sure bet with each passing year that one certain component will make a big smash hit with all custom car builders. The popular item in '53 was the Lincoln tail-light lens. In '54 the Pontiac grille bar took over, and for '55—the concaved checkered Ford grille takes the front row.

The grille's simple design is such that it can be altered to any degree and fitted to just about any late model car regardless of make.



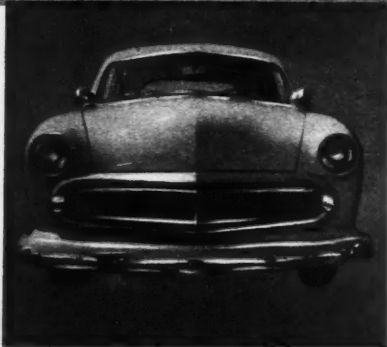
Versatile

'55

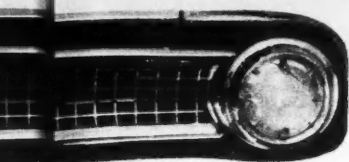
ABOVE. The '55 Ford grille is easy to install in '52-'54 Fords. Here, the grille has been set in '52 Ford opening with parking lights being replaced with accessory type lenses sold by leading auto accessory stores.



LEFT. '55 grille blends well with '55 Chevy grille opening. Parking lights are stock with grille molded to each unit.



LEFT. A unique arrangement is this '49-'51 Ford's grille styling. Two stock '49-'51 top grille bars are utilized surrounding the '55 Ford grille assembly. The two outside spinners are from a '51 Ford grille also.



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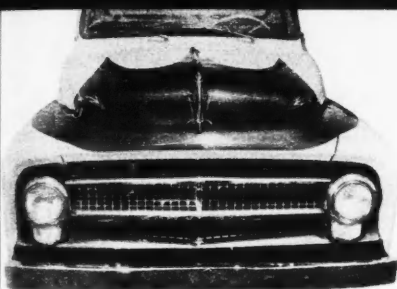
The biggest play it has received so far is in the '52-'54 Fords, transposing the appearance into a '55 model. The grille's largest asset is that it is long and narrow and incorporates for the first time the popular checker-board or waffle effect that has accompanied many of the stylish sports cars from Europe. On the following pages you will find eight variations of customized treatments that round out just about every conceivable installation.



Here is a typical example of how the '55 Ford grille fits up to a '52 Ford. New grille is merely contoured to the stock park lights.

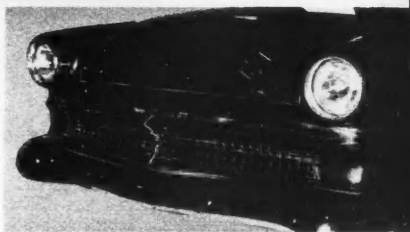
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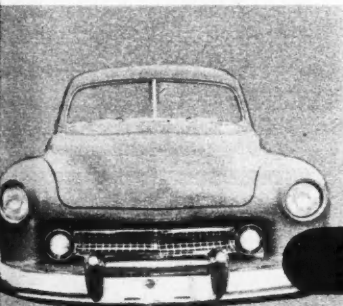
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ABOVE LEFT. The Ford grille lends a novel appearance to late model pickups when spliced into headlights.

ABOVE RIGHT. Originality is obvious with this installation in '52-'54 Ford. Grille ends were reshaped and built into special molded in side plates made from flat sheet metal.

LEFT. Ford grille will fit into '49-'51 Mercurys nicely offering a floating type grille arrangement. Here, the grille has been cut down and molded to stock '53 Chevy parking lights.



STYLE REPORT

all Howard Schaller
had to do was keep
a "B" average in math
and he got a . . .

Photos by Bob D'Olive

COVER CAR

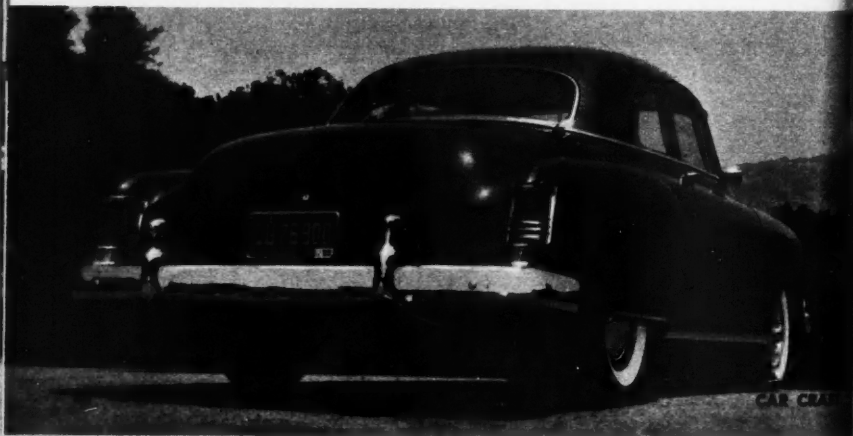
CUSTOM SCHOLARSHIP AWARD



The '54 Mercury taillights nestle neatly into the '52 Chev's rear fenders. For full details check out "Torch Tips" April '55.

Powerplant is warmed over slightly for street use. Car was lowered in the rear conservatively with 2-inch lowering blocks but front remains stock height.

Merc taillights lend neat appearance to the rear. Bumper was moved back 2-inches allowing clearance for the taillights. Small trunk key lock is retained.



CAR CRAFT

THE CAR PICTURED on these pages represents a success story. Actually, we might even say two success stories since Joe Wharton made an agreement with his step-son Howard Schaller about the grade level he would maintain in high school mathematics. Joe promised to buy a '52 Chevrolet club coupe, help customize the car and let Howard use it on dates if Howard would maintain a "B" average or better in his math courses. Joe also told Howard that the car was all his when he graduated if the average stayed up.

Howard got the car and Joe got his son to hit the books all through school. That is why we call this a double success story.

The Hawaiian blue Chevy about which this story revolves is a fairly conservative item as customs go but the few changes which have been made to the car make it an attention getter where ever it goes. This car and the

other custom on our cover are alike in one respect. Both have 1952 DeSoto grille pieces. Although the Chevy is from Los Angeles and the Ford was built in San Jose, California, the owners both got the same idea and both ended up with very attractive cars.

Norm's Auto Body shop did most of the custom work on the Wharton-Schaller car including '54 Merc taillights, the DeSoto grille with a '51 Olds top grille bar and a '54 Ford gas tank with a center filler neck which is concealed by the rear license plate.

The engine was left nearly stock with only dual carburetion and exhausts plus a Mallory ignition. Since Howard has taken possession of the '52 Chevy, Joe has made plans to start on another custom for himself and also to go all out in the engine department this time. We are going to keep tab on things to see how the old man makes out.

Headlights have been frenched to fenders utilizing '54 Ford headlight rims. Hood carries large dominant peak over seam line. Grille is framed with the top bar from a '51 Olds. Nine '52 DeSoto grille bars supply chrome grille goodies. Bumper guards are from '53 Chevy. Notice that all side trim has been removed from car. Stock windshield has been replaced with a one-piece unit from similar '51 Olds.



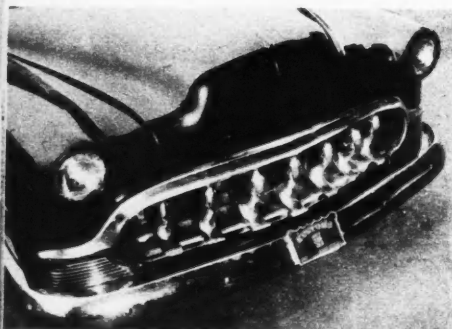
TORCH TIPS:

UNIVERSAL GRILLE BARS

Photos by George Barris



Here is typical '51 Chevy installation. A DeSoto grille pan was used to match the contour of bars. Notice that they are positioned with tips just under bumper.



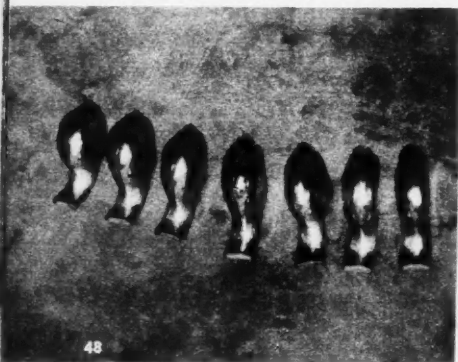
This '53 Chevy was used for the following step-by-step photo story. The Chev's grille proved a natural for the '52 DeSoto bars because of the grille's inner pan contour.

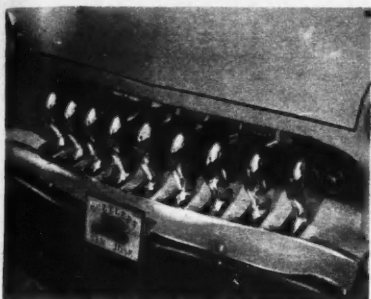
WITH CUSTOM GRILLES the order of the day, we here at CAR CRAFT decided that an ideal item to touch upon for grille restyling would be the popular-'52 DeSoto grille bar.

A simple and very effective custom grille can be obtained by merely bolting in these "shark-tooth" chrome components. Their size and shape is such that they can be installed in just about any late model car's grille opening with little or no modification. There are two basic methods that have been used in the past but first you have to decide on how you are going to install the bars. They can be put in a stock manner or reversed, with the bars in an upside down position. If the stock position is your choice, then many customizers install a stock DeSoto inner grille pan to match the lower contour of the individual bars. This is not compulsory for all makes

1. Seven bars were used for Chev grille. Bars can be found in auto wrecking yard.

2. First step consists of removing the complete stock grille bar from opening.





The grille of this '52 Ford has had a '49 Merc grille shell grafted on to its front body paneling offering smooth opening. Bars are perched upon DeSoto pan. of cars because the inner grille pan can not always be seen. If the bars are to be hung in an upside down position, then the tips are generally concealed from sight so that no special pan is needed. Another gimmick that sometimes goes unnoticed is that the bars can be positioned far forward with the front bumper of the car covering the front edge of the bars. This can be seen in some of the example photos.

Many builders prefer to frame their DeSoto bars with top grille bars from other makes of cars. The '51 Oldsmobile lip bar has had a common place for this arrangement, but again, this is not necessary with all makes of cars.

If you're in the market for a simple bolt-on custom grille, then before you go any farther, check out the '52 DeSoto grille bar—you'll find it easy to install—inexpensive—and very effective custom styling.

looking for a simple
bolt-on custom
grille — then don't
overlook the
'52 De Soto grille bars



Novel appearance is obtained by splitting '53 Ford's stock grille bar and installing three DeSoto grille bars in upside down position from underneath side of grille.

3. Remove stock latch support and replace it with a thin and narrow flat metal brace.

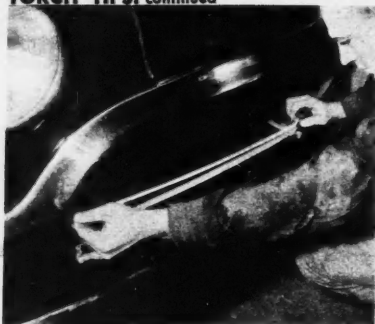


4. Next, place masking tape along the front edge of the Chev's grille opening.



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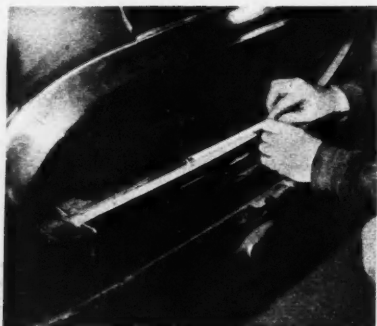
TORCH TIPS: *continued*



5. *Measure off the exact center of the grille opening and mark it off on tape.*



6. *Measure the exact width of bars so that space positioning can be determined.*



7. *Now measure off on tape the position for each one of the seven individual bars.*



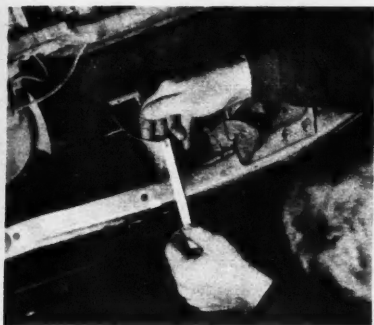
8. *Before attempting to drill holes for attaching bars, center punch markings.*



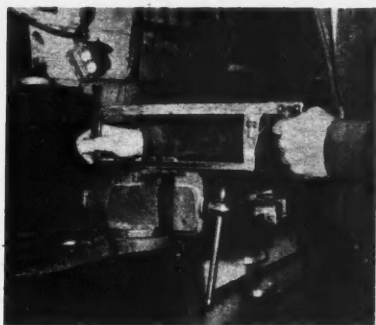
9. *Holes are now drilled through inner grille pan. One hole per bar is required.*



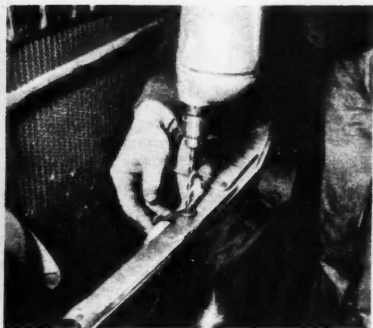
10. *Place bars into position and from underneath grille bolt them solid to pan.*



11. At the top of the bars, measure distance between shell and bar (see step 12).



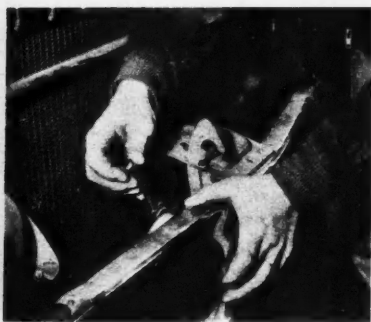
12. A small brace is made from flat metal to support each individual bar to shell.



13. The small brace is attached to back of bar, held in place, then shell is drilled.



14. Small brace is now secured to the shell. Each bar is treated in same manner.

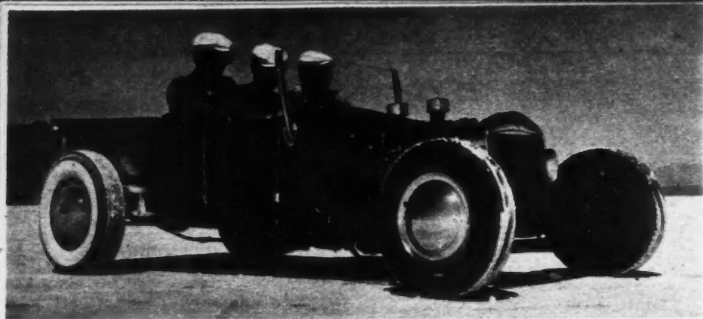


15. Strap is now secured to back side of bars anchoring them solidly into position.

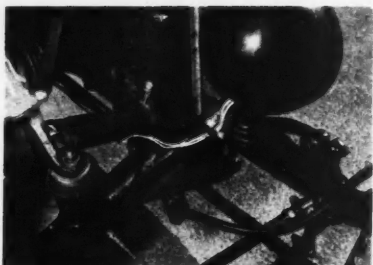


16. The seven bars present a "shark tooth" effect in the '53 Chev's grille opening.

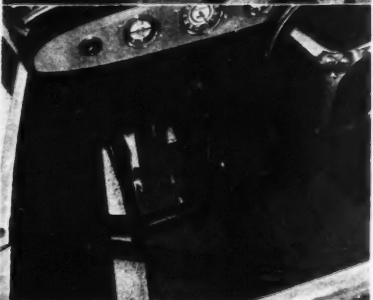
T U B E 'T'



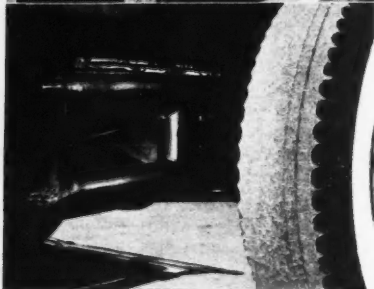
When Bob McAddam showed up at Bonneville with his 1927 "T", it looked like a lot of others until you noticed the 2½ inch tubing from which the entire frame was made. Note engine mount, combination headlight and shock bracket.



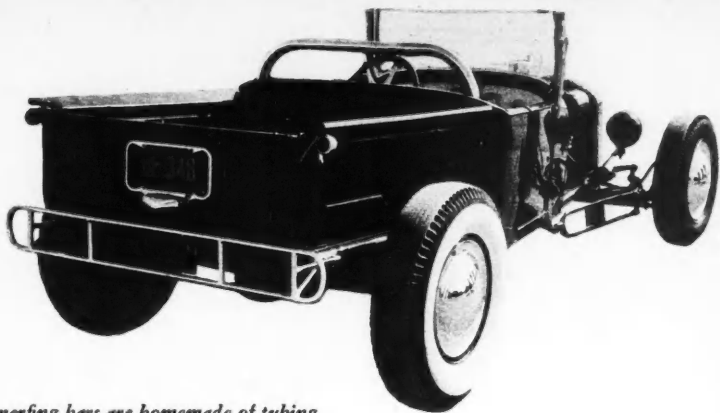
View down through cockpit reveals tube which the '39 Ford transmission is fastened to through engine mounts which clamp around tube.



Chrome moly frame tube on bottom supports rear spring hanger crossmember while top tube continues on past rear axle under pickup bed.

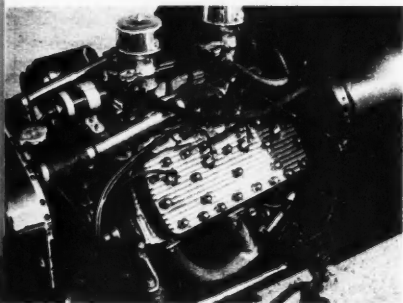


Photos by Rick



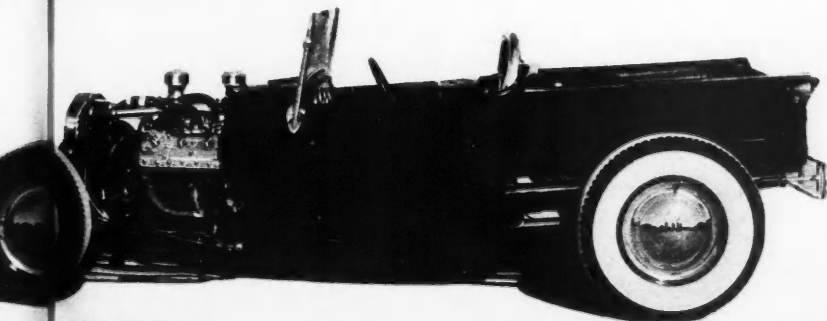
Rear nerfing bars are homemade of tubing. Taillights are motorcycle lights fastened to pickup bed which holds gas tank. Chrome roll bar is two inch chrome moly.

1927 Ford pickup boasts powerful engine and chrome moly tube frame

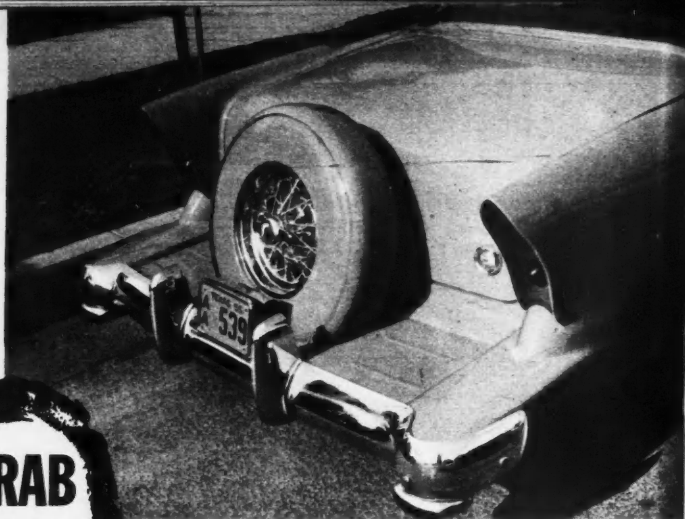


Merc '59A block is stock bore and stroke but gives light car good performance through Iskenderian cam, dual carburetion and a pair of high compression heads.

Ready to go including hydraulic brakes, Dago axle, maroon paint job and the tube chassis with 106 inch wheel base, this pickup only tips the scales at 1460 pounds.



GRAB BAG:

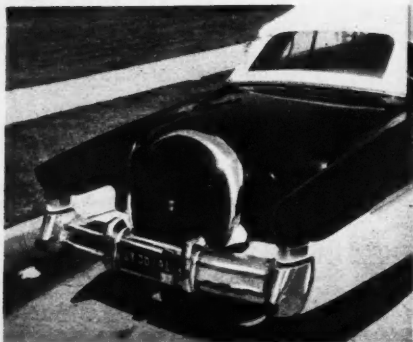


ABOVE. Here, '54 Buick has had taillights shaded and extended to match off with tire kit. Pan is molded to body and fenders to look as if it is all one section.



LEFT. Typical continental kit adaption usually consists of this arrangement; Stock pan extension, chrome band for tire kit and plain cover. This is most popular approach and can be purchased from all leading automotive accessory stores.

BELOW. Here, extension pan has been completely molded to fenders, and the body, offering clean and smooth styling.



Radical approach is to install kit, mold in the extension pan, then extend the fenders out to match off with the continental kit. This lends the ultimate appearance for tire kit styling.

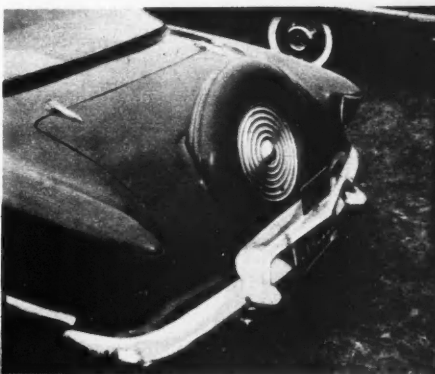
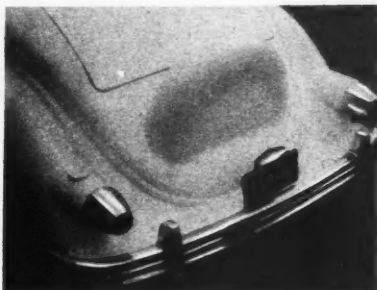
WHAT THE BEST DRESSED AUTOMOBILE WEARS — fake or genuine — the continental kit's new look plays an important role with today's custom car



ABOVE. Another route for custom kit appearance is to mold cover into deck lid as you see here with this '53 Stude.

UPPER RIGHT. A unique treatment for early coupes is this arrangement. A section of tire cover has been spliced and molded in to the deck lid of this '36 Ford.

RIGHT. Another example along the same theme is this innovation. In most cases when tire cover is molded in like this, the appearance is the sole goal — kit is usually a fake or a false contoured unit.

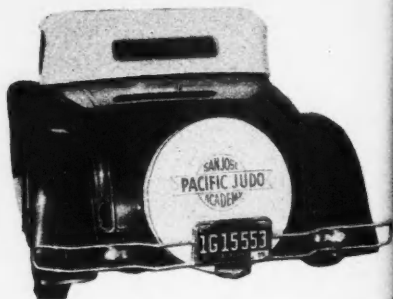
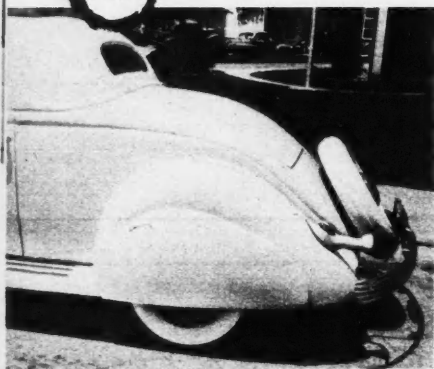


Here is section of tire cover that has been worked into the special deck lid of a radical custom car. This styling gimmick is used consistently and offers custom-made appearance. Generally fake continental kits are used for simulating the molded tire cover treatment.

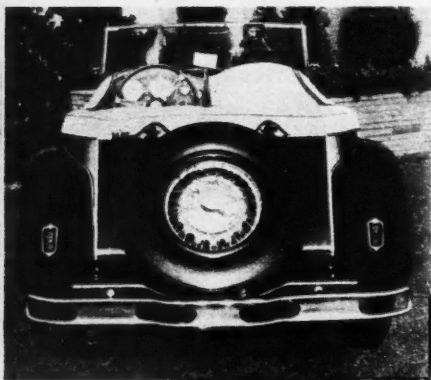
CONTINUED

**GRAB
BAG:**

continued



ABOVE. Continental kits enhance the rear of earlier model cars just as well as they do the later creations. Here, kit is positioned very low on the roadster to emphasize lowness along with chopped top.



UPPER LEFT. Offering a good example is this '36 Ford showing that by positioning the continental kit very low on the earlier model cars it helps to accentuate the length and the lowness considerably.

LEFT. The stock MG continental kit can be improved in appearance by repositioning it lower so that it matches the height of the body such as this assembly does.

BELOW. Here is late style continental kit installed on early roadster. Metal housing and chrome rim adds modern styling to the traditional type street roadster.



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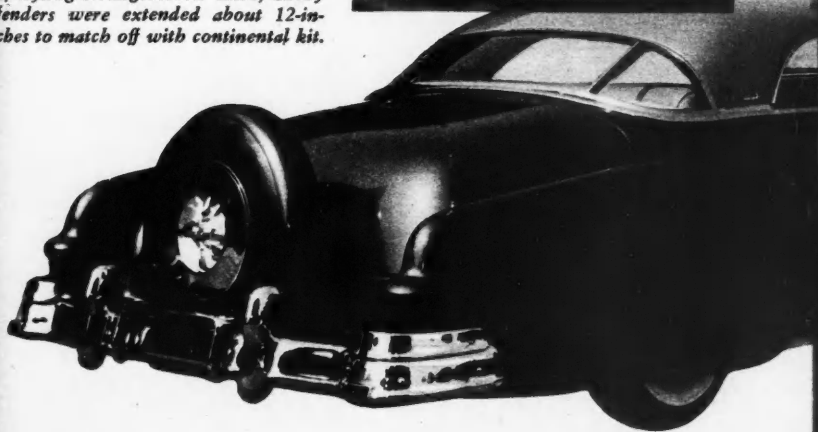
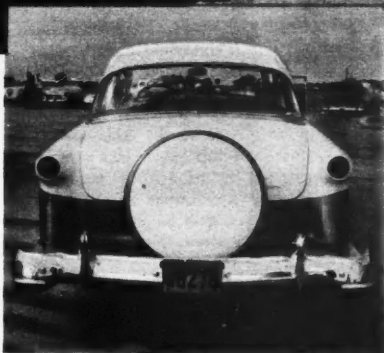
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A novel custom styling is this innovation of recessing the continental kit assembly into the deck lid and at same time splitting rear bumper.

Here is a fine example of what can be accomplished by mildly customizing the rear of your car utilizing a plain and simple appearing tire kit.

Extended fenders can carry all types of styling arrangements. Here, Chevy fenders were extended about 12-inches to match off with continental kit.





COLLEGIATE CONVERTIBLE

MAIL BAG CUSTOM

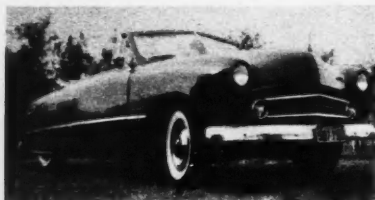
WE GOT A LETTER from Ted Schmidt up Carlton, Oregon way here a few weeks ago and he sent us a snap shot of his first custom attempt. We wrote back asking for more pictures so that we could use his car on our MAILBAG CUSTOM page. We received them but we also got the word from Ted that he had such a ball with the first car that he had sold it to Gerald Hoard from Harrisburg, Oregon and bought a '50 Oldsmobile convertible which he is currently applying the body hammer to.

We'll hear more later on the Olds, as for the item pictured on this page, here's what Ted did. It started out as a stock '49 Ford which was lowered 2½ inches in the rear, all excess protrusions such as deck lid and door handles were removed, the emblem and

chrome strip were pulled off the hood and filled, headlights and taillights were frenched, exhaust tips molded into the rear bumper and a Schmidt designed grille was installed.

Solenoid latches were installed in both doors and the deck with the door switches concealed in the single piece of chrome side trim. The engine compartment is pretty much on the stock side except for a .040 inch overbore, headers and high compression heads. Late Ford power brakes were added to the car and Schmidt's part was all done. After doing all the body work, he farmed out the top and interior work to Mack's Trim Shop and then had Frank Olsen apply eight coats of Flare red lacquer paint.

Ted did the whole job in four months of spare time after class at Oregon State College where he is majoring in Mechanical Engineering but we think he must be taking a few courses in Metallurgy too because the results look pretty good for a beginner.



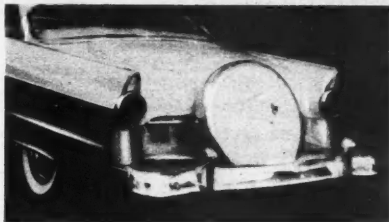
AUTO DISCOUNT specials of the month

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Complete with all parts for easy installation. Specify make, model, year of car, and tire size.

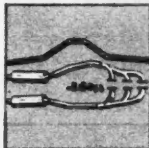
Std. Kit - Item #1E	Deluxe Kit - Item #2G
49-56 Ford, Chev	49-56 Ford, Chev \$ 79.50
Chev \$41.85	53-56 Pont 79.50
53-56 Pont. . . . 48.50	52-56 Merc 79.50
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55-56 Merc 56.50	51-56 Buick 99.75
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52-55 Linc 69.50	54-56 Cad 109.75

Chrome tire cover rings optional - add \$10.00.
All prices 30% to 60% below regular retail price.



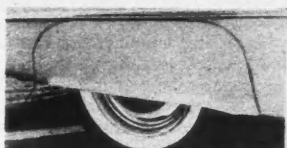
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HEADER SETS

Item #4E	Item #3E
37-53 Ford & Merc \$33.95	41-54 Chev (except conv.) 33.95
54-56 Ford & Merc 39.95	49-56 Olds V/8 49.95
51-56 Stude V/8 49.95	



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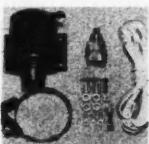
36-56 Ford	35-54 Pont	35-41 Buick
39-56 Merc	35-52 Dodge	50-53 Buick
36-56 Chev	35-56 Ply	35-56 Nash
35-52 Stude	35-54 De Soto	52-56 Willys
35-56 Olds	35-54 Chrys	46-49 Kaiser

Deluxe Skirts: \$11.95 (reg. \$17.50) Item #7E
Louvered Skirts \$16.95 (reg. \$22.95) Item #8E
Std. Skirts: \$4.50 (reg. \$12.50) Item #9E



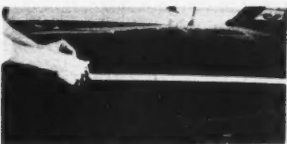
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You asked for them - and here they are! These discs are original factory duplicates of the '55 Olds Fiesta discs! They're made of heavy-gauge steel, with triple-chrome finish for lasting lustre. Fit all 15" and 16" wheels (specify), and they have special sure-stay grippers - there's no chance of losing them. Only \$24.95 for the set of four - a regular \$60.00 value! Item #10F.



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extra discount (s) on above takes my additional discounts

order. on this order.

"What's Your Problem?"

By Ray Brock
Technical Editor

'52 OLDS CARBURETION

Dear Ray:

I would like to ask for some more information concerning your article "More Carburetion for Olds", CAR CRAFT, August '55.

I have a 1952 Olds with the Rochester four barrel. Will the swap work here? As far as I can see, the difference between the '52 and '54 Rochester is that the fuel inlet is at the front on the later model, and the vacuum line is at the right front corner, whereas mine is directly in front. My fuel inlet is at the rear. Is this the only major difference? By re-routing the fuel line can I make this swap?

Sincerely,
D. R. Bradley
Honolulu, T.H.

We have seen a couple of '52-'53 Olds with the '55 Cad carburetor within the past few days and the owners tell us that everything works fine. Since the bolt pattern is the same on both carburetors, the whole Cad carburetor is substituted with lines and linkage re-routed or altered.

OLDS CARBURETION AGAIN

Dear Ray:

In your article "32% More Carburetion for Late Olds", CAR CRAFT, August '55, I note your modifications at 65 MPH in third gear amounts to a 23.3% increase in road HP. Would you give me your opinion as to the possible results of this modification on a '55 Olds with a dual quad manifold?

I should like to inquire also what your opinion is as to the maximum compression ratio these engine will carry without detonation?

My third question is could much, if any, improvement be expected of the '55 Olds motor with a 3/4 cam since the stock cam has a lift of .403 already?

Very truly yours,
Richard R. Parsons
Welch, W. Va.

The big increase which we managed to obtain with the Cad carburetor switch on the Olds was due to the big increase in venturi area which means more carburetion. Since you

already have two quad carburetors, chances are you would notice very little difference, certainly nothing that would approach the 23.3% horsepower increase we got. As for compression, late Olds heads can be milled .070 with very little detonation showing up. With the extra carburetion you have and also with a more severe cam grind, you should be able to use 9.5 to 1 compression with little trouble. As for that cam, they can give a big power increase when combined with carburetion but we recommend one with a special hardened surface since reground stock camshafts in late OHV engines sometimes don't last too well. Don't forget though, all of the carburetion and increased timing in the cam will definitely ruin your smooth idle.

PLYMOUTH V8 PROBLEMS

Dear Ray:

I have a '55 Plymouth V8. I have not put a power pack on it because I thought I would rather spend a little more money and put on something more than just a four-barrel. I thought about dual four-barrels, but can't find the necessary manifold.

Also what would be the best amount to shave from the heads and what kind of cam would be advisable?

Thanks for your help,
Jim Ourada
Grant, Nebraska

Several speed equipment manufacturers have manifolds for Dodge V8's and they will fit the new Plymouth V8 so maybe you can find an answer here. Weiland makes one to take four 97's but this is meant for competition only and would be too much for street use. We don't know of any manifolds for three duals or two quads but there might be some available.

The valves are pretty close to the pistons with the Polysphere chamber on the Plymouths and this is with a relief in the piston top. If you try to mill over about .050, you might have to sink the valve seats a little deeper. As for a cam, we advise against using a reground stock cam. You would have better luck and longer cam life with a billet or one with a patented hardened surface. Choose your own poison about degree of wildness, it all depends on where you use the car.

TRANSMISSION ADAPTION

Dear Ray:

I am in the midst of a Ford-Olds conversion in my 1947 Ford convertible. I also

intend to adapt a 1937 Cadillac transmission to the Ford torque tube driveshaft. I had planned to convert the transmission as shown in "Big Gears for Big Engines" in the January '55 issue of CAR CRAFT, but after placing my '47 Ford bearing retainer against the Cad box, I am somewhat worried. The Ford bolt pattern seems dangerously close to the Cad rear bearing. Would this effect bearing function and life and/or would it be possible for these close clearances to crack the transmission case?

Thank you,
John Borg
Chicago, Ill.

There have been many early Cad transmissions adapted to the Ford torque tube drive line and as far as we know, there have been no failures due to the close bolt circle around the rear bearing.

HYDRA-MATIC PROBLEMS

Dear Ray:

I have a 1951 Olds 98 holiday. I have had trouble with the Hydra-Matic transmission ever since I bought the car.

I have spent a lot of money and time but am still unable to cure the different troubles.

I would like to know what parts I need and about how much of a conversion job it is to install a standard transmission and column shift in my car or what solution would you recommend?

Sincerely,
E. J. Dillon
Baltimore 20, Md.

If you wish to use an Olds transmission, you need an Olds standard shift bell housing, clutch, flywheel, column shift linkage, etc. If you want a beefier unit, use an early Cadillac transmission, 1938 or later which will hook to the Olds column shift linkage. This trans will bolt up to a '50 Olds standard shift bell housing. Maybe it would be cheaper to exchange your troublesome Hydra-Matic unit for a later dual-range unit which has been reconditioned by a reliable concern. This would eliminate the cost of flywheel, clutch, shift linkage, etc. The later model Hydra-Matics have a reputation for being almost trouble-free. Our own personal car is a 1954 Olds that hasn't goofed on a shift for over 40,000 miles now.

MONEY SAVING TIP

Dear Ray:

I have just read with interest your August

(Continued on Page 63)

Free "Soup-Up"

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Catalog

Your car's
Power, Mileage, Style!

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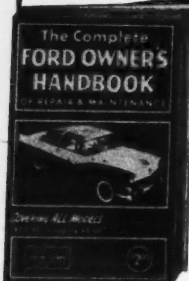
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REPAIRS: 1954-1955
PARTS: 1954-1955
TUNING: 1954-1955
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CUSTOM: 1954-1955
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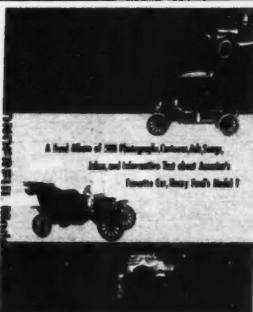
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HENRY'S WONDERFUL MODEL "T"

\$5.95
Postpaid

Clymer's new book, published by McGraw-Hill, contains a complete history of Henry Ford's Model T from 1908 to 1927 inc. This beautifully bound gift album of Model T memories contains 500 illustrations and 220 pages. Photos of Model Ts never before published. Includes a section on engine numbers, photos of parts, model changes, and dozens of diagrams, many songs, jokes, cartoons of the Model T, affectionately known as the flivver, jalopy and Tin Lizzie.

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Read Clymer's Test Reports on new cars monthly in Popular Mechanics Magazine.

WHAT'S YOUR PROBLEM?

Continued from Page 61

issue of CAR CRAFT. The article regarding the bowl assembly change on Rochester was very interesting.

It seems to me that you missed the most important feature i.e. that you can buy a float bowl assembly for a Rochester where this is not possible with competitive makes. Therefore, instead of spending \$65.00, simply buy a Cad Bowl assembly or any other Rochester part that you may need.

The Cad float bowl assembly part number 7007130 (1955) should be around \$20.00 at list.

Sincerely,
Emile M. Holzenthal
General Motors
Training Center
Jacksonville, Fla.

Thanks very much for calling this to our attention. We previously tried to buy the bowl assembly but were informed that it was not available. Since your letter, we have checked three carburetor parts shops and found that the part number 7007130 lists for \$20.25 but was not carried in stock by these shops. They were all willing to place an order with the district warehouse however, and felt reasonably sure that the part could be obtained.

\$2.00

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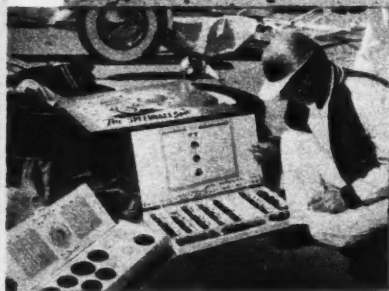
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NATIONAL DRAGS

continued



The most outstanding car and crew of the meet was a great bunch of young hot rodders from Ventura, Calif., called the "Motor Monarchs". The car, belonging to Dave Marquez, is the most immaculate '32 Ford competition roadster that has ever been displayed. The body of the car was painted a fluorescent orange trimmed in white. By removing four wing nuts the body could be completely removed from the chassis. With the body off you then gazed at pure beauty. The chassis was finished off in a dark green color but this was the extent of the paint. From there on, almost every item connected to the chassis and the running gear was chrome plated. The crew kept the car in immaculate condition throughout the meet which netted them the award for the best appearing car and crew. Dave's biggest thrill came when he tooled his Ardun-Merc powered deuce to a new one-way national record for hot roadsters at 117 mph.



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NATIONAL CHAMPIONSHIP DRAG RACE RESULTS

CLASS ELIMINATION WINNERS

CLASS	ENTRY	TIME	BODY & ENGINE
B/S	Arnold Beswick Morrison, Ill.	80.00	'54 Olds
D/S	Kenneth Peak Dallas, Texas	67.41	'53 Ford
A C/S	Dick Chadwallader Chalfont, Pa.	96.87	'33 Ford- Olds
B C/S	Waterworth & Morris Whittier, Calif.	92.15	'32 Ford- Merc
C C/S	Howard Johansen Los Angeles, Calif.	94.53	'55 Chev
D C/S	M. S. Shepherd	88.40	'55 Chev
A AC/S	Jim Sims	111.38	Cros-Olds
B AC/S	James Cheatham Sunnyvale, Calif.	103.07	'34 Ford-Cad
A/SR	Owen Boling San Gabriel, Calif.	88.73	'29 Ford- Chry
B/SR	Walter 'Red' Lund Vallejo, Calif.	96.15	'32 Ford- Merc
C/SR	Dale Ham Amarillo, Texas	91.64	'29 Ford- Dodge
A/R	Leland Kolb Norwalk, Calif.	115.23	'32 Ford- Chry
B/R	John Mulkey Waxahachie, Texas	98.79	'32 Ford
O/G	Fred Voigt Los Angeles, Calif.	129.95	Dragster- Chry
A FC/S	Robert Chapman Chicago, Ill.	100.89	'39 Ford- Chry
B FC/S	Arizaga & Jobe El Monte, Calif.	105.38	'34 Ford- Ard Merc
C FC/S	Bob Armstrong Alhambra, Calif.	78.74	'40 Merc
A CC/S	Jim Nelson Culver City, Calif.	130.05	Fiat-Merc
B CC/S	Homer Mathews Houston, Texas	101.01	'32 Ford
C CC/S	J. V. Guggler San Antonio, Texas	95.13	'34 Ford- Merc
A H/R	Shinoda & Powers Detroit, Mich.	125.52	'29 Ford- Ard Merc
B H/R	Don Morgan Amarillo, Texas	110.70	'31 Ford- Ford
A M/R	Raymond Godman Memphis, Tenn.	92.68	'22 Ford- Ford
B M/R	Wade Phillips Abilene, Kansas	103.32	'27 Ford- Chry
4 B	Sampson & Wooster Salina, Kansas	73.11	'32 Ford- Ford
A/SPTS	Warren B. Turner Kansas City, Kansas	104.89	'53 Allard- Chry
B/SPTS	Ralph Richter Enid, Okla.	84.19	'55 Porsche

NATIONAL ONE-WAY 1/4 MILE RECORDS

CLASS	ENTRY	TIME	BODY & ENGINE
A GC/S	Donald Jensen Hayward, Calif.	98.79	'40 Ford-Cad
B GC/S	Waterworth & Morris Whittier, Calif.	95.94	'32 Ford- Merc
C GC/S	Howard Johansen Los Angeles, Calif.	99.88	'55 Chev
D GC/S	David Marclay Amarillo, Texas	90.27	'54 Dodge
A AC/S	Jim Sims Oceanside, Calif.	115.97	Cros-Olds
B AC/S	James Cheatham Sunnyvale, Calif.	104.04	'43 Ford-Cad
A S/R	Jud May San Diego, Calif.	98.79	'32 Ford- Linc
C S/R	Dale Ham Amarillo, Texas	94.24	'29 Ford- Dodge
A/R	Akton Miller Whittier, Calif.	120.80	'27 Ford- Olds
B/R	John Mulkey Waxahachie, Texas	101.58	'32 Ford
O/G	Fred Voigt Los Angeles, Calif.	132.74	Dragster- Chry
A FC/S	Robert Chapman Chicago, Ill.	100.89	'39 Ford- Chry
B FC/S	Arizaga & Jobe El Monte, Calif.	113.06	'34 Ford- Ard Merc
C FC/S	Bob Armstrong Alhambra, Calif.	90.54	'40 Merc
A CC/S	Jim Nelson Culver City, Calif.	132.93	Fiat-Merc
B CC/S	Homer Mathews Houston, Texas	108.89	'32 Ford
C CC/S	Holmes, Best, Smith Denver, Colo.	97.71	'32 Ford- Merc
A H/R	Shinoda & Powers Detroit, Mich.	125.69	'29 Ford- Ard-Merc
B H/R	Dave Marquez Santa Paula, Calif.	117.49	'32 Ford Ard-Merc
A M/R	Bob Stewart Denver, Colo.	113.63	'24 T-Ford- Merc
B M/R	Wade Phillips Abilene, Kansas	108.17	'27 Ford- Chry
4 B	Sampson & Wooster Salina, Kansas	76.01	'32 Ford
A/SPTS	Warren Turner Kansas City, Kan.	104.89	'53 Allard- Chry
B/SPTS	Ralph Richter Enid, Okla.	86.28	'55 Porsche
DRAG	"Bustlebomb" — Lloyd Scott Long Beach, Calif.	151.00	'50 Olds- Cad

SPECIAL ENGINE AWARD WINNERS

ENGINE MAKE	WINNER	TIME
Chev V8	Ollie Morris Santa Ana, Calif.	141.28
Chry V8	Chrisman Bros. Compton, Calif.	145.16
DeSoto V8	Joe Williams Amarillo, Texas	76.07
Dodge V8	Jack Moss Amarillo, Texas	137.40
Ply V8	Jim Stewart Wichita, Kansas	74.56
Merc V8	Riley & Son Sp. Santa Ana, Calif.	134.53
Nash V8	Millard Clothier Great Bend, Kansas	72.40

BENCH RACIN'

continued from page 4

As we all know, the performance and handling equalities of the racing stock cars are aided and abetted by "power packs" or "export kits". We like to think that today's power pack and export kit will become tomorrow's production item. This is not entirely true in all cases, especially in regard to the "boulevard ride" expected in passenger cars. Nevertheless stock car racing very definitely *does* help produce better performing, safer and more roadworthy cars.

The stringent rules of the major sanctioning bodies demand that all parts used in a racing stock car (except driver protection devices) be listed in parts catalogs. This means that all parts must be "standard" or "optional" equipment and as such, must be made available to the general public for order or purchase through dealers parts departments. This ruling was surely one of the most sensible ever made and one that indirectly benefits the buyer, allowing him to purchase as little or as much of a stock racing car as he wishes, with the inherent advantages of better performance and greater safety.

As sound as this basic rule may be, enforcing it has been anything but simple; in fact, it has caused some monumental controversies, dislikes, mistrusts, suspicion, and worse yet, has even encouraged further breaches of racing rules and regulations. It seems that no matter what the game might be, there are always those undesirables present who use any scheme to win, regardless of the principles involved. Most of these shady characters get caught sooner or later, but not, unfortunately, before the public has been handed a false impression. This is not said to detract anything from the legitimate winners. Rather, it suggests a clean, fore-and-aft sweepdown of rules, cars and everyone concerned, together with stiff penalties for those caught cheating. Such a move must eventually become necessary in order for a basically healthy sport to survive, otherwise, it will cheat itself out of existence. This is the biggest black mark on the face of stock car racing and results in the public being deliberately misled. However, it should be pointed out that the intentions of most factories are honorable and if there are any nefarious activities, it is almost always attributable to individuals who do not possess the know-how to

win legitimately.

That the American automobile industry has finally awakened to the need for better cars can no longer be questioned. This attitude is reflected in the industry's genuine interest and open support of racing in general and stock car racing in particular. If it does not die on the vine or go astray, this new-found factory enthusiasm can only result in the design and production of increasingly safe and efficient passenger cars. Although factory support here is not yet on a par with the practices of European factories, the fresh competitive spirit is indeed a sign of better things to come for the American motorist and as such, we're all for it.

STATEMENT OF OWNERSHIP

STATEMENT REQUIRED BY THE ACT OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, AND JULY 2, 1946 (Title 39, United States Code, Section 233) SHOWING THE OWNERSHIP, MANAGEMENT, AND CIRCULATION OF CAR CRAFT MAGAZINE, published monthly at Los Angeles, California, for September, 1955.

1. The names and addresses of the publisher, editor, and business managers are:

Publisher: Robert E. Petersen, 5959 Hollywood Blvd., Los Angeles 28, Calif.

Editor: Dick Day, 5959 Hollywood Blvd., Los Angeles 28, Calif.

Business manager: T. A. Johnson, 5959 Hollywood Blvd., Los Angeles 28, Calif.

2. The owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual member, must be given.)

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5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required from daily, weekly, semiweekly, and triweekly newspapers only.)

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